

## ***APPENDICES***

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# ***APPENDIX A***

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*NOTICE OF PREPARATION, INITIAL STUDY, AND PUBLIC  
COMMENTS*



Arnold  
Schwarzenegger  
Governor

STATE OF CALIFORNIA  
Governor's Office of Planning and Research  
State Clearinghouse and Planning Unit



Jan Boel  
Interim Deputy  
Director

Notice of Preparation

December 5, 2003

To: Reviewing Agencies  
  
Re: Sunset/Athens Connector Road (EIAQ-3801)  
SCH# 2003122017

Attached for your review and comment is the Notice of Preparation (NOP) for the Sunset/Athens Connector Road (EIAQ-3801) draft Environmental Impact Report (EIR).

Responsible agencies must transmit their comments on the scope and content of the NOP, focusing on specific information related to their own statutory responsibility, within 30 days of receipt of the NOP from the Lead Agency. This is a courtesy notice provided by the State Clearinghouse with a reminder for you to comment in a timely manner. We encourage other agencies to also respond to this notice and express their concerns early in the environmental review process.

Please direct your comments to:

Paul Thompson  
Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

with a copy to the State Clearinghouse in the Office of Planning and Research. Please refer to the SCH number noted above in all correspondence concerning this project.

If you have any questions about the environmental document review process, please call the State Clearinghouse at (916) 445-0613.

Sincerely,

Katie Shults-Jones  
Associate Planner, State Clearinghouse

Attachments  
cc: Lead Agency

RECEIVED  
DEC 11 2003  
PLACER COUNTY

**Document Details Report  
State Clearinghouse Data Base**

**SCH#** 2003122017  
**Project Title** Sunset/Athens Connector Road (EIAQ-3801)  
**Lead Agency** Placer County Planning Department

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**Type** NOP Notice of Preparation  
**Description** Construction of a two-lane road from the western termination of Sunset Boulevard until it connects with Athens Avenue.

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**Lead Agency Contact**

<b>Name</b>	Paul Thompson	
<b>Agency</b>	Placer County Planning Department	
<b>Phone</b>	530-889-7470	<b>Fax</b>
<b>email</b>		
<b>Address</b>	11414 B Avenue	
<b>City</b>	Auburn	<b>State</b> CA <b>Zip</b> 95603

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**Project Location**

<b>County</b>	Placer				
<b>City</b>					
<b>Region</b>					
<b>Cross Streets</b>					
<b>Parcel No.</b>					
<b>Township</b>	11N	<b>Range</b>	6E	<b>Section</b>	5,6,8, <b>Base</b> MDB&M

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**Proximity to:**

<b>Highways</b>	65
<b>Airports</b>	
<b>Railways</b>	UPRR
<b>Waterways</b>	Pleasant Grove Creek Tributary
<b>Schools</b>	
<b>Land Use</b>	Agricultural use/Various/Commercial and Industrial

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**Project Issues** Air Quality; Archaeologic-Historic; Noise; Traffic/Circulation; Vegetation; Water Quality; Wetland/Riparian

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**Reviewing Agencies** Resources Agency; Department of Parks and Recreation; Department of Water Resources; Department of Fish and Game, Region 2; Native American Heritage Commission; California Highway Patrol; Caltrans, District 3; Regional Water Quality Control Bd., Region 6 (So Lake Tahoe); California Department of Justice, Attorney General's Office

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**Date Received** 12/05/2003 **Start of Review** 12/05/2003 **End of Review** 01/05/2004

**Form A: DOCUMENT TRANSMITTAL**

Mail to: State Clearinghouse, 1400 Tenth Street, Sacramento, CA 95814, (916) 445-0613

See Note Below:

SCH #

**Project Title:** Sunset/Athens Connector Road (EIAQ-3801)**Lead Agency:** Placer County Planning Department **Contact Person:** Paul Thompson**Street Address:** 11414 B Avenue **Phone:** (530) 889-7470 **Project Planner:** Paul Thompson**City:** Auburn **Zip:** 95603 **County:** Placer**Project Location:****County:** Placer **City/Nearest Community:****Cross Street:** **Zip Code:** **Total Acres:****Assessor's Parcel No.** see attached **Section:** 5, 6, 8, 9 **Twp:** 11N **Range:** 6E **Base:** MBD&M**Within 2 Miles:** **State Hwy #:** 65 **Waterways:** Pleasant Grove Creek Tributary**Airports:** **Railways:** Union Pacific **Schools:****Document Type****CEQA:** ☒ NOP☐ Early Cons☐ Neg. Dec.☐ Draft EIR☐ Supplement/Subsequent☐ EIR (Prior SCH No.) \_\_\_\_\_☐ Other \_\_\_\_\_**NEPA:** ☐ NOP☐ EA☐ Draft EIS**Other:** ☐ Joint Document☐ Final Document☐ Other \_\_\_\_\_**Local Action Type**☐ General Plan Update☐ General Plan Amendment☐ General Plan Element☐ Community Plan☐ Specific Plan☐ Master Plan☐ Planned Unit Development☐ Site Plan☐ Rezone☐ Prezone☐ Use Permit☐ Land Division (Subdivision,  
Parcel Map, Tract Map, etc.)☐ Annexation☐ Redevelopment☐ Coastal Permit☒ Other \_\_\_\_\_**Development Type**☐ Residential: Units \_\_\_\_\_ Acres \_\_\_\_\_☐ Office: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_☐ Commercial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_☐ Industrial: Sq.ft. \_\_\_\_\_ Acres \_\_\_\_\_ Employees \_\_\_\_\_☐ Educational: \_\_\_\_\_☐ Recreational: \_\_\_\_\_☐ Water Facilities: Type \_\_\_\_\_ MGD \_\_\_\_\_☒ Transportation: Connector Road☐ Mining: Mineral \_\_\_\_\_☐ Power: Type \_\_\_\_\_ Watts \_\_\_\_\_☐ Waste Treatment: Type \_\_\_\_\_☐ Hazardous Waste: Type \_\_\_\_\_☐ Other: \_\_\_\_\_**Project Issues Discussed in Document**☐ Aesthetic/Visual☐ Agricultural Land☒ Air Quality☒ Archeological/Historical☐ Coastal Zone☐ Drainage/Absorption☐ Economic/Jobs☐ Fiscal☐ Flood Plain/Flooding☐ Forest Land/Fire Hazard☐ Geologic/Seismic☐ Minerals☒ Noise☐ Population/Housing Balance☐ Public Services/Facilities☐ Recreation/Parks☐ Schools/Universities☐ Septic Systems☐ Sewer Capacity☐ Soil Erosion/Grading☐ Solid Waste☐ Toxic/Hazardous☒ Traffic/Circulation☒ Vegetation☒ Water Quality☐ Water Supply/Groundwater☒ Wetland/Riparian☐ Wildlife☐ Growth Inducing☐ Land Use☐ Cumulative Effects☐ Other \_\_\_\_\_**Present Land Use/Zoning/General Plan Use:** Agricultural use/Various/Commercial and Industrial**Project Description:** Construction of a two-lane road from the western termination of Sunset Blvd until it connects with Athens Ave.

Note: Clearinghouse will assign identification numbers for all new projects. If an SCH number already exists for a project (e.g. from a Notice of Preparation or previous draft document) please fill it in.

# REVIEWING AGENCIES CHECKLIST

Form A

## KEY

S = Document sent by lead agency

X = Document sent by SCH

√ = Suggested distribution

- ☐ Resources Agency
- ☐ Boating and Waterways
- ☐ Coastal Commission
- ☐ Coastal Conservancy
- ☐ Colorado River Board
- ☐ Conservation
- ☒ Fish & Game
- ☐ Forestry
- ☐ Office of Historic Preservation
- ☐ Parks & Recreation
- ☐ Reclamation
- ☐ S.F. Bay Conservation & Development Commission
- ☐ Water Resources (DWR)

### Business, Transportation & Housing

- ☐ Aeronautics
- ☐ California Highway Patrol
- ☒ CALTRANS District #3
- ☐ Department of Transportation Planning (headquarters)
- ☐ Housing & Community Development

### Food & Agriculture

- ☐ Health Welfare
- ☐ Health Services

### State & Consumer Services

- ☐ General Services
- ☐ OLA (Schools)

### Environmental Affairs

- ☐ Air Resources Board
- ☐ APCD/AQMD
- ☐ California Waste Management Board
- ☐ SWRCB: Clean Water Grants
- ☐ SWRCB: Delta Unit
- ☐ SWRCB: Water Quality
- ☐ SWRCB: Water Rights
- ☒ Regional WQCB #Lahontan

### Youth & Adult Corrections

- ☐ Corrections

### Independent Commissions & Offices

- ☐ Energy Commission
- ☐ Native American Heritage Commission
- ☐ Public Utilities Commission
- ☐ Santa Monica Mountains Conservancy
- ☐ State Lands Commission
- ☐ Tahoe Regional Planning Agency

☐ Other

Public Review Period (to be filled in by lead agency)

Starting Date Dec 5, 2003

Ending Date Jan 9, 2003

Signature Lori Lawrence

Date Dec 3, 2003

### Lead Agency (Complete if applicable):

Placer County Planning Department  
11414 B Avenue  
Auburn CA 95603  
(530) 886-3000

Applicant: United Auburn Indian Community  
661 Newcastle Road Suite 1  
Newcastle CA 95658  
916-663-3720

### For SCH Use Only:

Date Received by SCH \_\_\_\_\_

Date Review Starts \_\_\_\_\_

Date to Agencies \_\_\_\_\_

Date to SCH \_\_\_\_\_

Clearance Date \_\_\_\_\_

Notes:

**EIAQ-3801, Sunset/Athens Connector Road Notice of Preparation/Scoping Meeting Distribution List**

**County Departments**

- Planning Department
- Department of Public Works, Land Development
- Department of Public Works, Transportation
- Environmental Health Services
- Air Pollution Control District
- Flood Control District
- County Counsel

**State Agencies**

- State Clearinghouse
- Caltrans
- Department of Fish & Game
- Regional Water Quality Control Board

**Federal Agencies**

- US Army Corp of Engineers
- US Fish & Wildlife Service
- US Environmental Protection Agency
- US Department of Interior, Bureau of Indian Affairs, Ray Fry
- State Board of Reclamation

**Libraries**

- Rocklin
- Roseville
- Lincoln
- Auburn

**Cities/Counties**

- Rocklin
- Roseville
- Lincoln
- Sutter County

**Public Agencies**

- Placer County Water Agency
- Western Placer Unified School District
- Western Placer Waste Management Authority, Solid Waste
- Placer County Transportation Planning Agency

**Interested Parties**

- Reclamation District 1001, Donald White
- Rural Lincoln MAC, Charles Wing
- Stephen Des Jardins/Diamond Creek partners
- Keith Wagner, Law Office of J William Yeates
- Brian Stuart, Raney Planning and Management
- Patrick Hanafee
- Sterling Pacific Assets
- Greg McKenzie, Del Webb Lincoln Hills
- Placer Ranch
- Howard Dickstein
- Station Casinos, Matt Heinhold
- Lincoln MAC
- Sheridan MAC
- PG&E
- Union Pacific Railroad

**Newspapers**

- Roseville Press Tribune
- Lincoln News Messenger
- Rocklin Placer Herald

# NOP Distribution List

County: Placer

SCH#

2003122017

## Resources Agency

☒ Resources Agency  
Nadell Gayou

☐ Dept. of Boating & Waterways  
Suzi Betzler

☐ California Coastal  
Commission  
Elizabeth A. Fuchs

☐ Colorado River Board  
Gerald R. Zimmerman

☐ Dept. of Conservation  
Roseanne Taylor

☐ California Energy  
Commission  
Environmental Office

☐ Dept. of Forestry & Fire  
Protection  
Allen Robertson

☐ Office of Historic  
Preservation  
Hans Kreutzberg

☒ Dept. of Parks & Recreation  
B. Noah Tilghman  
Environmental Stewardship  
Section

☐ Reclamation Board  
Lori Buford

☐ Santa Monica Mountains  
Conservancy  
Paul Edelman

☐ S.F. Bay Conservation &  
Dev't. Comm.  
Steve McAdam

☒ Dept. of Water Resources  
Resources Agency  
Nadell Gayou

## Fish and Game

☐ Dept. of Fish & Game  
Scott Flint  
Environmental Services Division

☐ Dept. of Fish & Game 1  
Donald Koch  
Region 1

☒ Dept. of Fish & Game 2  
Banks Curtis  
Region 2

☐ Dept. of Fish & Game 3  
Robert Floerke  
Region 3

☐ Dept. of Fish & Game 4  
William Laudermilk  
Region 4

☐ Dept. of Fish & Game 5  
Don Chadwick  
Region 5, Habitat Conservation  
Program

☐ Dept. of Fish & Game 6  
Gabriela Gatchel  
Region 6, Habitat Conservation  
Program

☐ Dept. of Fish & Game 6 I/M  
Tammy Allen  
Region 6, Inyo/Mono, Habitat  
Conservation Program

☐ Dept. of Fish & Game M  
Tom Napoli  
Marine Region

## Other Departments

☐ Food & Agriculture  
Steve Shaffer  
Dept. of Food and Agriculture

☐ Dept. of General Services  
Robert Sleppy  
Environmental Services Section

☐ Dept. of Health Services  
Wayne Hubbard  
Dept. of Health/Drinking Water

## Independent Commissions/Boards

☐ Delta Protection Commission  
Debby Eddy

☐ Office of Emergency Services  
John Rowden, Manager

☐ Governor's Office of Planning  
& Research  
State Clearinghouse

☒ Native American Heritage  
Comm.  
Debbie Treadway

☐ Public Utilities Commission  
Ken Lewis

☐ State Lands Commission  
Jean Sarino

☐ Tahoe Regional Planning  
Agency (TRPA)  
Cherry Jacques

## Business, Trans & Housing

☐ Caltrans - Division of  
Aeronautics  
Sandy Hesnard

☐ Caltrans - Planning  
Ron Helgeson

☒ California Highway Patrol  
John Olejnik  
Office of Special Projects

☐ Housing & Community  
Development  
Cathy Creswell  
Housing Policy Division

## Dept. of Transportation

☐ Dept. of Transportation 1  
Mike Eagan  
District 1

☐ Dept. of Transportation 2  
Don Anderson  
District 2

☒ Dept. of Transportation 3  
Jeff Pulverman  
District 3

☐ Dept. of Transportation 4  
Tim Sable  
District 4

☐ Dept. of Transportation 5  
David Murray  
District 5

☐ Dept. of Transportation 6  
Marc Birnbaum  
District 6

☐ Dept. of Transportation 7  
Stephen J. Buswell  
District 7

☐ Dept. of Transportation 8  
Linda Grimes,  
District 8

☐ Dept. of Transportation 9  
Gayle Rosander  
District 9

☐ Dept. of Transportation 10  
Tom Dumas  
District 10

☐ Dept. of Transportation 11  
Bill Figge  
District 11

☐ Dept. of Transportation 12  
Bob Joseph  
District 12

## Cal EPA

☐ Air Resources Board  
Airport Projects  
Jim Lerner

☐ Transportation Projects  
Kurt Karperos

☐ Industrial Projects  
Mike Tollstrup

☐ California Integrated Waste  
Management Board  
Sue O'Leary

☐ State Water Resources Control  
Board  
Jim Hockenberry  
Division of Financial Assistance

☐ State Water Resources Control  
Board  
Student Intern, 401 Water Quality  
Certification Unit

☐ State Water Resources Control Board  
Mike Falkenstein  
Division of Water Rights

☐ Dept. of Toxic Substances Control  
CEQA Tracking Center

☐ RWQCB 1  
Cathleen Hudson  
North Coast Region (1)

☐ RWQCB 2  
Environmental Document  
Coordinator  
San Francisco Bay Region (2)

☐ RWQCB 3  
Central Coast Region (3)

☐ RWQCB 4  
Jonathan Bishop  
Los Angeles Region (4)

☐ RWQCB 5S  
Central Valley Region (5)

☐ RWQCB 5F  
Central Valley Region (5)  
Fresno Branch Office

☐ RWQCB 5R  
Central Valley Region (5)  
Redding Branch Office

☒ RWQCB 6  
Lahontan Region (6)

☐ RWQCB 6V  
Lahontan Region (6)  
Victorville Branch Office

☐ RWQCB 7  
Colorado River Basin Region (7)

☐ RWQCB 8  
Santa Ana Region (8)

☐ RWQCB 9  
San Diego Region (9)

☒ Other Sara Drake, A.C.  
Office

ATTORNEY GENERAL



TO: Agencies and Interested Persons

FROM: Placer County Planning Department  
11414 B Avenue, Auburn, California 95603

DATE: December 3, 2003

**SUBJECT: NOTICE OF PREPARATION OF A DRAFT ENVIRONMENTAL IMPACT  
REPORT FOR THE SUNSET/ATHENS CONNECTOR ROAD PROJECT**

PROJECT TITLE: Sunset/Athens Connector Road

PROJECT SPONSOR: United Auburn Indian Community of the Auburn Rancheria

ASSESSOR'S PARCELS: 017-061-046, 017-061-076, 017-061-007, 017-061-011,  
017-061-036, 017-061-060, 017-061-061, 017-061-075, 017-061-077, 017-061-083

Public Review Period: December 5, 2003 to January 9, 2004

### ***Introduction***

Placer County Planning Department is the lead agency for the preparation of an Environmental Impact Report (EIR) for the above referenced Project located in Placer County. The EIR is being prepared in compliance with the California Environmental Quality Act (CEQA). A map of the Project is attached to this notice as Exhibit A.

CEQA Section 15082 states that once a decision is made to prepare an EIR, the Lead Agency must prepare a Notice of Preparation (NOP) to inform all responsible agencies that an EIR will be prepared. The purpose of a NOP is to provide responsible agencies and interested persons with the sufficient information describing the proposed project and the potential environmental effects to enable them to make a meaningful response as to the scope and content of the information to be included within the EIR.

### ***Project Description***

The proposed Athens Road Connector (the "Project") would connect Athens Avenue directly to Sunset Boulevard. This would provide an alternate route from Highway 65 to Athens Avenue that utilizes the existing Sunset Boulevard railroad overpass. The Project would allow emergency vehicles and traffic to the landfill to utilize the existing overpass. The roadway would begin at the existing western terminus of Sunset Boulevard and continue westward for about 0.5 miles, to a new intersection of the Sunset Boulevard extension and the new connector road. At the intersection, the connector road would extend approximately 1.5 miles northward to Athens Avenue. The United Auburn Indian Community (the "Tribe") would build the road to Placer County standards and then relinquish it to the County. The road would have two 16-foot wide lanes and a 14-foot median with an overall right-of-way of 88 feet.

Additionally, Athens Avenue will be widened at its intersection with the connector road. This widening is required to provide dedicated right and left turn lanes from Athens onto the proposed connector road. The widened roadway will be gradually tapered back to the width of the existing

roadway. Road widening along Athens Avenue will extend approximately 500 feet to the west and 1,000 feet to the east of its intersection with the new road.

### *Site Location/Project Setting*

The Project site is located south of Athens Avenue and west of Industrial Avenue, in the western portion of unincorporated Placer County. More specifically, it is an approximately 90-foot wide corridor along the proposed alignment of the connector road. The site is currently zoned Industrial Park and is used for livestock grazing. There are no existing buildings or structures on the site. Natural features of the site include California annual grassland, intermittent drainages associated with Pleasant Grove and Orchard Creeks, and several wetland areas and vernal pools. Underground gas transmission lines cross the eastern portion of the site. The topography of the site is generally level, with elevations ranging from 120 feet to 140 feet above mean sea level. Surrounding land uses include grazing, and industrial uses such as sludge dewatering and power generation. The Western Regional Sanitary Landfill and the Western Placer Waste Management Authority Material Recovery Facility are also located within approximately one to two miles of the Project site.

### *Probable Environmental Effects*

Placer County Planning Department has reviewed the Project and has determined that the EIR should address the following issues. Other issues may be addressed as the County deems necessary or useful to the evaluation of the following issues.

#### *Air Quality*

Construction of the proposed Project could cause emissions of ozone precursors in excess of Placer County Air Pollution Control District thresholds.

#### *Biological Resources*

Development of the Project could potentially impact endangered, threatened, or rare species, naturally occurring communities (grasslands), wetlands, vernal pools, vernal pool habitat, and stream environment zones found within the Project area.

#### *Geological Impacts*

The Project would include grading, excavation, and fill in conjunction with construction of the new connector. As proposed, the Project involves fill and alteration of stream areas in accordance with an Army Corps of Engineers 404 permit and a California Department of Fish and Game Streambed Alteration Agreement. Because construction would occur near a streambed, there is the potential for erosion to occur during construction.

#### *Hydrology*

Storm water discharge would increase at the Project site as the result of the construction of the impermeable surfaces contemplated by the Proposed Project. Storm water discharge from the Project has the potential to affect water quality in the unnamed tributary to Pleasant Grove

Creek. The Project would result in the construction of an earthen berm or other similar structure to temporarily divert an existing channel to allow for bridge construction. The Project may include placing bridge support structures in an existing stream, which could affect stream flow or flooding conditions.

#### Noise

The Project could lead to increased noise from construction and traffic.

#### Traffic Circulation

The Project would affect, possibly in a positive way, traffic on Industrial Avenue. All potential traffic impacts will be evaluated in a comprehensive traffic study.

#### Cultural Resources

Although there are not any known cultural resources on the Project site, unknown resources could be discovered during construction. The impacts of the Project on those resources would then be mitigated through standard County protocols.

#### Other Considerations

In addition to the above-listed environmental considerations, the EIR would address the mandatory issues required by CEQA, including: alternatives, cumulative effects, growth inducing effects, secondary effects, mitigation measures, and significant irreversible effects.

#### ***Due Date For Written Comments***

To ensure that the full range of issues related to the Project are addressed and that all significant issues are identified, comments and suggestions are invited from all interested parties. The comment period for this Notice of Preparation is 30 days, beginning on December 5, 2003. Written comments concerning the Proposed Project should be directed to the address listed above **no later than 5 p.m. on January 9, 2004.**

If you have any questions or need additional information regarding this Notice, please contact David Zweig (AES) at (916) 564-4500 or Paul Thompson (Placer County) at (530) 886-3000.

Date: 12/3/03 Signature: Paul Thompson  
Title: Supervising Planner  
Telephone: (530) 886-3000

Attachments: Map of Project Area

# **Athens Road Connector**

## **Initial Study**

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December 2003

Prepared By:

County of Placer  
Planning Department  
11414 B Avenue  
Auburn, California 95603  
530-886-3000

## **Initial Study**

### ***Project Description***

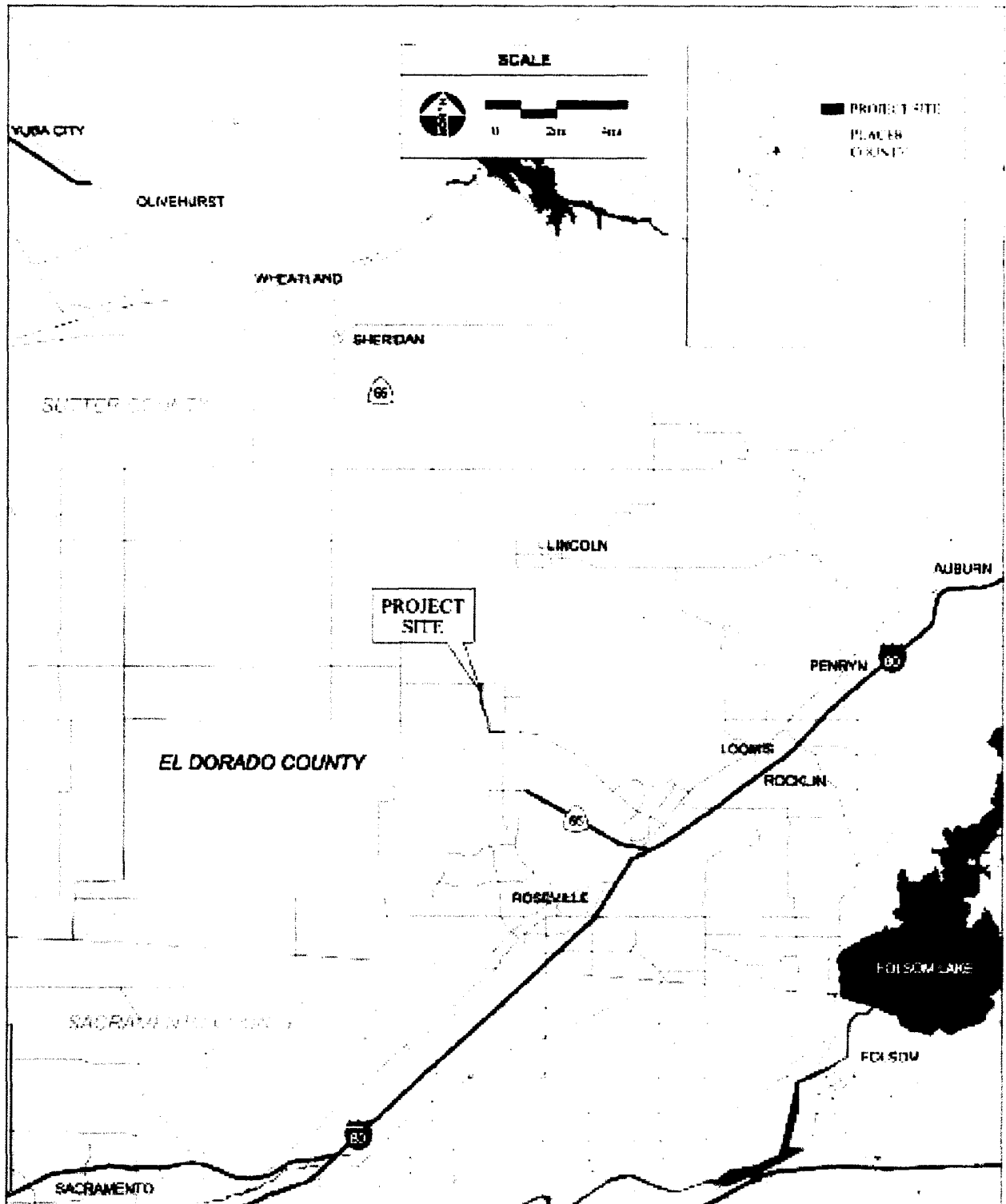
The proposed Athens Road Connector (the “Project”) would connect Athens Avenue directly to Sunset Boulevard. This would provide an alternate route from Highway 65 to Athens Avenue that utilizes the existing Sunset Boulevard railroad overpass. The Project would allow emergency vehicles and traffic to the landfill to utilize the existing Sunset Boulevard overpass. The roadway would begin at the existing western terminus of Sunset Boulevard and continue westward for about 0.5 miles, to a new intersection of the Sunset Boulevard extension and the new connector road. At the intersection, the connector road would extend approximately 1.5 miles northward to Athens Avenue. The United Auburn Indian Community (the “Tribe”) would build the road to Placer County standards and then relinquish it to the County. The road would have two 16-foot wide lanes and a 14-foot median with an overall right-of-way of 88 feet.

Additionally, Athens Avenue will be widened at its intersection with the connector road. This widening is required to provide dedicated right and left turn lanes from Athens onto the proposed connector road. The widened roadway will be gradually tapered back to the width of the existing roadway. Road widening along Athens Avenue will extend approximately 500 feet to the west and 1,000 feet to the east of its intersection with the new road.

### ***Site Location/Project Setting***

The Project site is located south of Athens Avenue and west of Industrial Avenue, in the western portion of unincorporated Placer County. More specifically, it is an approximately 90-foot wide corridor along the proposed alignment of the connector road. The site is currently zoned Industrial Park and is used for livestock grazing. There are no existing buildings or structures on the site. Natural features of the site include California annual grassland, intermittent drainages associated with Pleasant Grove and Orchard Creeks, and several wetland areas and vernal pools.

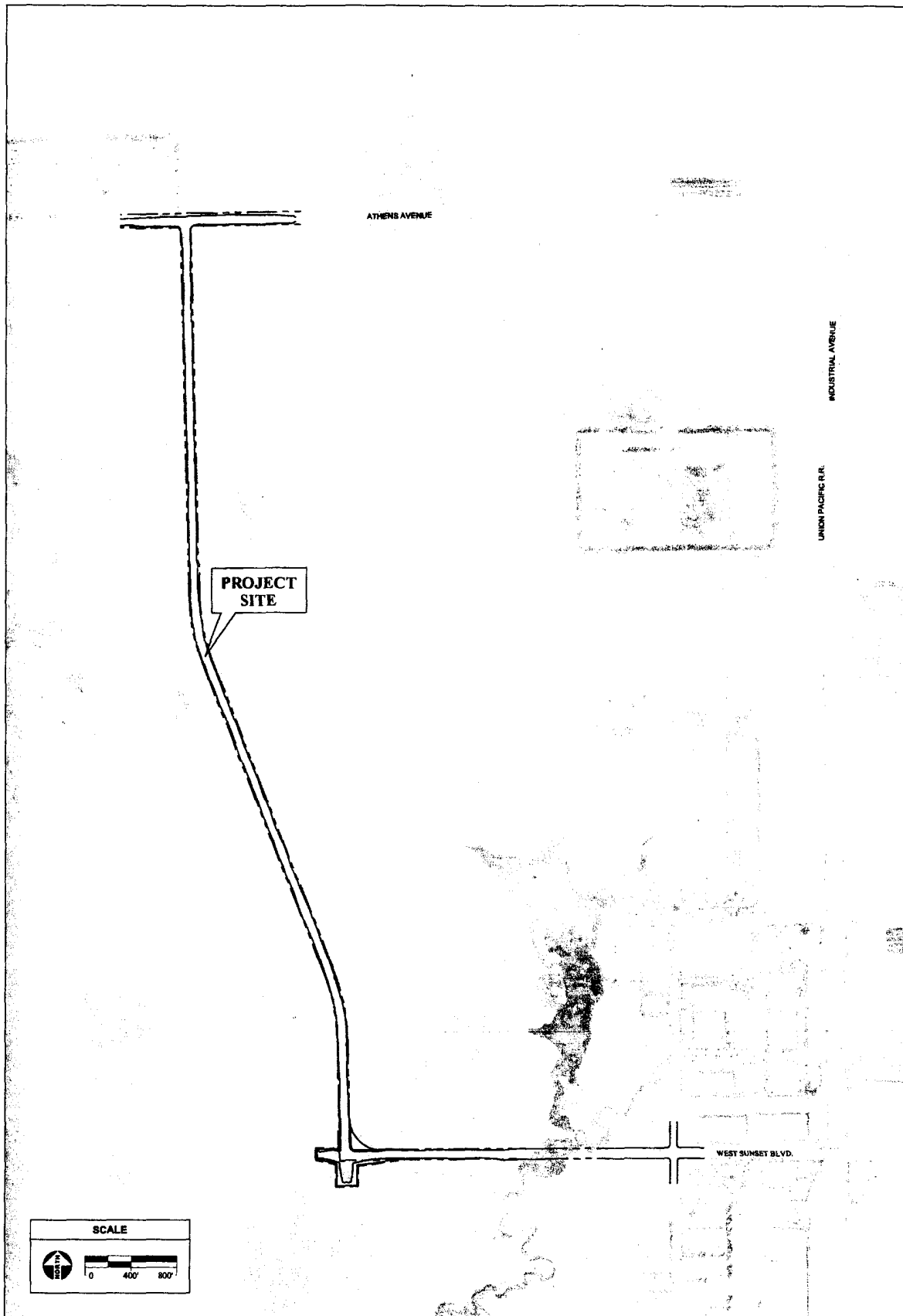
Underground gas transmission lines cross the eastern portion of the site. The topography of the site is generally level, with elevations ranging from 120 feet to 140 feet above mean sea level. Surrounding land uses include grazing, and industrial uses such as sludge dewatering and power generation. The Western Regional Sanitary Landfill and the Western Placer Waste Management Authority Material Recovery Facility are also located within approximately one to two miles of the Project site.



SOURCE: ESRI DATA, 2001; AEC, 2002

Arroyo Connector Road County Application - 2011/14

**Figure 1**  
Regional Location Map



The proposed roadway would cross the northern edge of an unnamed tributary to Pleasant Grove Creek, approximately 1,000 feet west of the existing Sunset Boulevard terminus. A bridge will be constructed over the creek to prevent the interruption of water flow within the tributary, and avoid significant fill of wetlands. To build the approach to the bridge, a small retaining wall will be built along the eastern abutment to redirect part of an existing channel, in accordance with a streambed alteration agreement issued by the State Department of Fish and Game.

As part of the Project, the existing Sunset Boulevard sanitary sewer line would be extended approximately 250 feet west. This is part of the County's long-term infrastructure plans and is proposed to avoid having to dig up the road in the future when sewer extension is required. This is a standard requirement for new roads in the County where those new roads coincide with planned sewer lines or extensions. The 250-foot extension proposed as part of the Project would not connect to any other sewer line.

In addition, a natural gas pipeline, which currently runs east/west inside of the proposed Sunset Boulevard roadway alignment, will be relocated to a location just north of the proposed bridge. Construction of the bridge will include placement of electrical conduits for future use. Storm drain culverts will be installed at appropriate locations along the roadway alignment.

Project construction is expected to take approximately six months. The in-stream bridge work would be performed between April 15 and October 15, in accordance with conditions in the streambed alteration agreement. Construction activities will include: (1) providing construction area signs and a traffic control system; (2) clearing and grubbing; (3) constructing a new roadway and roadway widening, including roadway excavation and embankment placement; (4) building a new bridge on concrete pile bents, including concrete retaining walls; (5) installing electrical conduits for future use; (6) extending existing sanitary sewers for future use; (7) installing advance warning beacons; (8) extending or constructing drainage culverts; (9) placing or relocating roadway signs; and (10) placing pavement striping and markings.

The Project will involve fill and alteration of stream areas. This will require a section 404 permit from the U.S. Army Corps of Engineers and a Streambed Alteration Agreement from the California Department of Fish and Game. No fill or alteration work will be permitted to proceed until those approvals are acquired.



### ***Environmental Factors Potentially Affected***

The environmental factors checked below would be potentially affected by the Project, involving at least one Potentially Significant impact, as indicated by the checklist on the following pages.

- |   |   |  |
|---|---|--|
| <input type="checkbox"/> Aesthetics                             | <input type="checkbox"/> Agriculture Resources                | <input checked="" type="checkbox"/> Air Quality            |
| <input checked="" type="checkbox"/> Biological Resources        | <input checked="" type="checkbox"/> Cultural Resources        | <input checked="" type="checkbox"/> Geology /Soils         |
| <input type="checkbox"/> Hazards & Hazardous Materials          | <input checked="" type="checkbox"/> Hydrology / Water Quality | <input type="checkbox"/> Land Use / Planning               |
| <input type="checkbox"/> Mineral Resources                      | <input type="checkbox"/> Noise                                | <input type="checkbox"/> Population / Housing              |
| <input type="checkbox"/> Public Services                        | <input type="checkbox"/> Recreation                           | <input checked="" type="checkbox"/> Transportation/Traffic |
| <input checked="" type="checkbox"/> Utilities / Service Systems | <input type="checkbox"/> Mandatory Findings of Significance   |  |

### ***Determination***

- ☐ I find that the proposed project COULD NOT have a significant effect on the environment, and a NEGATIVE DECLARATION will be prepared.
- ☐ I find that although the proposed project could have a significant effect on the environment, there will not be a significant effect in this case because revisions in the project have been made by or agreed to by the project proponent. A MITIGATED NEGATIVE DECLARATION will be prepared.
- ☒ I find that the proposed project MAY have a significant effect on the environment, and an ENVIRONMENTAL IMPACT REPORT is required.
- ☐ I find that the proposed project MAY have a "potentially significant impact" or "potentially significant unless mitigated" impact on the environment, but at least one effect 1) has been adequately analyzed in an earlier document pursuant to applicable legal standards, and 2) has been addressed by mitigation measures based on the earlier analysis as described on attached sheets. An ENVIRONMENTAL IMPACT REPORT is required, but it must analyze only the effects that remain to be addressed.
- ☐ I find that although the proposed project could have a significant effect on the environment, because all potentially significant effects (a) have been analyzed adequately in an earlier EIR or NEGATIVE DECLARATION pursuant to applicable standards, and (b) have been avoided or mitigated pursuant to that earlier EIR or NEGATIVE DECLARATION, including revisions or mitigation measures that are imposed upon the proposed project, nothing further is required.

Paul Thompson Supervising Planner 12/3/03  
Signature Title Date

## Initial Study Checklist and Discussion

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
I. AESTHETICS — Would the project:				
a) Have a substantial adverse effect on a scenic vista?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Substantially damage scenic resources, including, but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Substantially degrade the existing visual character or quality of the site and its surroundings?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Create a new source of substantial light or glare which would adversely affect day or nighttime views in the area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is an undeveloped area of flat annual grasslands. Several industrial facilities are nearby. There are no scenic vistas or resources nearby. There are no existing residents or structures on the Project site. The Sunset Industrial Area Plan sets design guidelines for development of the area. The proposed Project is consistent with those guidelines. No structures are proposed other than the road and bridge. Signs and lighting associated with the Project are intersection beacon lights and one overhead light. These will not be a source of substantial light or glare, and there are no particular views in the area to be affected. The Project would not substantially degrade the visual character or quality of the site or its surroundings.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
II. AGRICULTURE RESOURCES — Would the project:				
a) Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with existing zoning for agricultural use, or a Williamson Act contract?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Involve other changes in the existing environment which, due to their location or nature, could result in conversion of Farmland, to non-agricultural use?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is zoned Industrial Park and designated as Industrial in the Sunset Industrial Area Plan. It is currently used for livestock grazing. Based on a review of maps prepared pursuant to the Farmland Mapping and Monitoring Program, the site is not considered to be Prime Farmland, Unique Farmland, or Farmland of State Importance. There are no Williamson Act contracts restricting the use of the Project site. The proposed Project will not conflict with any existing agricultural zoning, and will not result in the conversion of any farmland to non-agricultural use.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
III. AIR QUALITY — Where available, the significance criteria established by the applicable air quality management or air pollution control district may be relied upon to make the following determinations. Would the project:				
a) Conflict with or obstruct implementation of the applicable air quality plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Expose sensitive receptors to substantial pollutant concentrations?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Create objectionable odors affecting a substantial number of people?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is located in undeveloped land within the Sunset Industrial Area. There are several businesses in the vicinity that generate stationary emissions, including a power plant and a laminate manufacturing plant. Construction of the proposed Project could cause emissions of ozone precursors in excess of Placer County Air Pollution Control District thresholds. Operation of the proposed Project will not generate significant additional traffic or create additional mobile sources. Temporary sources of air pollution will also occur from dust emissions associated with construction activities. There are no sensitive receptors in the area, therefore the Project would not expose sensitive receptors to pollutant concentrations or objectionable odors.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IV. BIOLOGICAL RESOURCES — Would the project:				
a) Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans, policies, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Interfere substantially with the movement of any native resident or migratory fish or wildlife species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Development of the Project could potentially impact endangered, threatened, or rare species, naturally occurring communities (grasslands), wetlands, vernal pools, vernal pool habitat, and stream environment zones found within the Project area. Mitigation measures will be required to reduce or avoid these impacts. Even with these measures, however, the Project may still result in significant impacts to biological resources, and this issue will be evaluated in detail in the EIR.

The majority of the Project site is comprised of annual grassland habitat, characterized by a dense to sparse cover of non-native annual grasses and forbs. Depending on environmental factors, several species are considered dominants in this plant community, including soft and riggut brome, Medusa-head, English ryegrass, yellow star thistle, and tarweed. Other common plant species include clover, curly dock, prickly lettuce, annual beard grass, longbeak stork's bill, Italian thistle, and California poppy. Non-native annual grassland provides habitat for

western meadowlark, savannah sparrow, mourning dove, and other grassland species. Raptor species include red-tailed hawk, Swainson's hawk, northern harrier, white-tailed kite, and great horned owl and may utilize the grassland for foraging. Characteristic reptiles of annual grassland include western fence lizard, western rattlesnake, gopher snake, and southern alligator lizard. Mammals such as black-tailed deer, Virginia opossum, California ground squirrel, Botta's pocket gopher, black-tailed jackrabbit, and western harvest mouse may utilize the annual grassland habitat.

A few vernal pools are present in a scattered distribution throughout the Project site. Vernal pools are a specialized type of wetland and are characterized by shallow depressions underlain by an impermeable substratum. Vernal pools are biologically diverse and support a number of plant and animal species that are dependent on, and limited to, these seasonally wet areas. Typical vegetation within the on-site vernal pool habitats includes coyote-thistle, popcorn flower, and woolly marbles. Vernal pools provide breeding and rearing habitat for amphibian species associated with temporary water sources, including pacific chorus frog and western spadefoot toad. Crustacean species completing their lifecycle within vernal pool habitats include vernal pool fairy shrimp, vernal pool tadpole shrimp, and California linderiella. Destruction or alteration of vernal pools may be considered a significant impact.

Several small seasonal wetlands have been identified on the Project site. These are shallow depressions that remain inundated or saturated for an extended period of time. Seasonal wetlands support hydrophytic vegetation but do not normally contain the vegetation community typically associated with vernal pool habitats. Typical vegetation within the seasonal wetlands includes English ryegrass, canarygrass, knotweed, spikerush, sedge, and curly dock. Wildlife use of seasonal wetlands is similar to that of vernal pools. Destruction or alteration of wetlands may be considered a significant impact.

Freshwater marsh habitat was identified along a portion of the Sunset Boulevard extension part of the Project. This vegetation community is associated with an unnamed perennial drainage that is tributary to Pleasant Grove Creek. Vegetation within the freshwater marsh is dominated primarily by cattail. Other common plant species include knotweed, common rush, dallasgrass, and harry willowherb. Characteristic animals of freshwater marsh habitats in the project area include mosquitofish, garter snake, pacific chorus frog, bullfrog, western pond turtle, red-winged blackbird, great blue heron, and mallard.

A list of regionally occurring special-status plant and animal species was compiled based on a review of pertinent literature, a reconnaissance-level area assessment, consultation with US Fish and Wildlife Service, and the results of a CNDDB query for the "Roseville, California" U.S. Geological Survey (USGS) 7.5 minute topographic quadrangle and the eight surrounding quadrangles. For each species, habitat requirements were assessed and compared to the habitats present within the project sites. A listing of potentially occurring special-status species for the proposed project sites is presented in Table 1. Based on this review of habitat requirements, five special-status plant species may potentially occur on the proposed project site: Ahart's dwarf rush (*Juncus Leiospermus* var. *ahartii*), Boggs Lake hedge-hyssop (*Gratiola heterosepala*), Dwarf downingia (*Downingia pusilla*), Legenere (*Legenere limosa*), and Sanford's arrowhead (*Sagittaria sanfordii*). Six special-status animal species may occur on the Project site: California linderiella (*Linderiella occidentalis*), Vernal pool fairy shrimp (*Branchinecta lynchi*), Vernal pool tadpole shrimp (*Pepidurus packardii*), Western spadefoot toad (*Scaphiopus hammondi*), Northwestern pond turtle (*Clemmys marmorata*), Swainson's hawk (*Buteo*

*swainsoni*), and Burrowing owl (*Speotyto cunicularia*). Impacts to these species or their habitat may be considered a significant impact.

A formal wetland delineation of the site was conducted and verified by the U.S. Army Corps of Engineers. Approximately one acre of wetlands will be directly or indirectly impacted. The Tribe received authorization for the fill from the U.S. Army Corps of Engineers under Nationwide Permit #14. A Biological Opinion Letter has been issued by the U.S. Fish and Wildlife Service. A Water Quality Certification has been issued by the Central Valley Regional Water Quality Control Board (letter dated April 16, 2003) under Section 401 of the Clean Water Act. The California Department of Fish and Game issued Streambed Alteration Agreement (notification number R2-2002-566) on May 2, 2003.

The proposed Project could result in the destruction or alteration of vernal pools, wetlands or marsh habitat, which could impact special-status species or their habitat. Such impacts would be considered significant, and mitigation such as avoidance or habitat replacement will be required where feasible. These potential impacts and potential mitigation will be evaluated in detail in the EIR.

There are currently no Habitat Conservation Plans, Natural Community Conservation Plans, or other local, regional, or state habitat conservation plans applicable to the Project site.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
V. CULTURAL RESOURCES — Would the project:				
a) Cause a substantial adverse change in the significance of a historical resource as defined in Guideline 15064.5?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Cause a substantial adverse change in the significance of an archaeological resource pursuant to Guideline 15064.5?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Disturb any human remains, including those interred outside of formal cemeteries?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The California State Office of Historic Preservation has issued a Section 106 Consultation letter stating that there are no historically significant features on the site. No evidence of prehistoric activity was observed within the Project area during field surveys, and a records search did not indicate any significant sites on or near the proposed roadway alignment. Based on these findings, the Project would not affect prehistoric sites considered significant or eligible or potentially eligible for inclusion on the National Register under any of the relevant criteria.

While there are not any known archaeological or cultural resources on the site, such resources could be discovered during construction. Given the generally limited excavation, that is unlikely, but it remains a possibility. If any such resources were impacted, that impact could be

significant, but would be reduced to a less-than-significant level through mitigation measures applied as standard County protocol.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VI. GEOLOGY AND SOILS — Would the project:				
a) Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving:	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
i) Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
ii) Strong seismic ground shaking?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iii) Seismic-related ground failure, including liquefaction?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
iv) Landslides?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in substantial soil erosion or the loss of topsoil?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
c) Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on- or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994), creating substantial risks to life or property?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project would include grading, excavation, and fill in conjunction with construction of the new connector. As proposed, the Project involves fill and alteration of stream areas in accordance with an Army Corps of Engineers 404 permit and a California Department of Fish and Game Streambed Alteration Agreement.

Because construction, and particularly grading, would occur near or in stream resources, the area would be exposed to potential erosion during construction. Best management construction practices will be required as a condition of approval to mitigate this impact. The particular

potential for erosion and the measures necessary to mitigate that will be fully evaluated in the EIR.

Construction of the proposed project will require vegetation removal and grading along the length of the proposed roadway. The roadway right-of-way is 88 feet wide. However, only 60 to 70 feet of that width will be cleared and graded. The exact width of the graded area will vary depending on the amount of fill and the design of the side slope. To the extent possible, earth excavated in one section will be used as fill in another section. It is estimated that an additional 20,000 cubic yards of fill will be required beyond what is available from on-site excavation. This will be obtained from a soil stockpile located on a neighboring construction site. Any additional fill material will be supplied by the contractor from another jobsite. Earth will be hauled by truck along Industrial Avenue, Sunset Boulevard and Athens Avenue. Haul routes will be planned to minimize traffic on Highway 65 to the extent possible.

The proposed Project is not expected to expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving rupture of a known earthquake fault, strong seismic ground shaking, seismic-related ground failure, or landslides because there are no people or structures adjacent to the proposed Project, and the Project generally would not be directly affected by such events. The one exception is the proposed bridge. That structure will be constructed to all applicable seismic safety requirements, such that there is a low likelihood of significant damage or destruction, and thus impact on people, in a seismic event. The proposed Project is not expected to result in substantial soil erosion or loss of topsoil, and is not located in an unstable area. The proposed Project is not located on expansive soils, and no septic systems or alternative waste water disposal systems will be required.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VII. HAZARDS AND HAZARDOUS MATERIALS ---Would the project:				
a) Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>



	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working in the project area?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

All applicable requirements for transport and handling of any hazardous materials will be complied with to ensure that any hazardous materials used during Project construction are handled so as not to create a significant hazard to the public or the environment, and to prevent the release of such materials to the environment. There are no schools located within one mile of the proposed Project. The proposed Project location is not a listed hazardous materials site. It is not located within an airport land use plan or in the vicinity of a private airstrip. The proposed Project is not expected to interfere with any adopted emergency response/evacuation plan, or to expose people or structures to wildland fire dangers.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
VIII. HYDROLOGY AND WATER QUALITY — Would the project:				
a) Violate any water quality standards or waste discharge requirements?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have been granted)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
c) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
e) Create or contribute runoff water which would exceed the capacity of existing or planned stormwater drainage systems or provide substantial additional sources of polluted runoff?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
f) Otherwise substantially degrade water quality?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
g) Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
h) Place within a 100-year flood hazard area structures which would impede or redirect flood flows?	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
i) Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
j) Inundation by seiche, tsunami, or mudflow?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project site is undeveloped and consists of flat land with annual grasses. At the present time, no structures exist on the site. An unnamed tributary to Pleasant Grove Creek passes through the east end of the site.

Storm water discharge could increase as the result of the addition of impermeable surfaces to the Project site. This could result in increased erosion or changes in drainage patterns, although given the site's relatively flat topography, these are not expected to be significant. Storm water discharge from the Project has the potential to affect water quality in the unnamed tributary to Pleasant Grove Creek due to increased siltation. The Project would include construction of a retaining wall to divert an existing channel in preparation for construction bridge construction. Although it is unlikely that the Project would result in substantial erosion or flooding, these impacts, as well as potential impacts to water quality in the unnamed tributary, are considered potentially significant and will be evaluated further in the EIR. Mitigation measures will also be evaluated.

The Project area includes a drainage divide. The northern part of the Project site currently drains north into an unnamed tributary to Orchard Creek. The southern portion of the Project site drains southward into an unnamed tributary to Pleasant Grove Creek. Orchard Creek is located approximately one mile north of the Project site. The unnamed tributary to Pleasant Grove Creek passes through the eastern portion of the Project area. The Project includes the construction of a bridge over the unnamed tributary to Pleasant Grove Creek. To complete the bridge, a portion of the natural streambed will be rerouted in accordance with the provisions of a Streambed Alteration Agreement.

Orchard Creek and Pleasant Grove Creek are influenced by the runoff from surrounding urban, industrial, and agricultural land uses. Although variable, the water quality can generally be classified as good. The increase in impermeable surfaces due to the Project could contribute to additional runoff or erosion that would eventually end up in these waterways. This could impact water quality through siltation. The proposed Project will comply with all water quality standards or waste discharge requirements.

As indicated by the Flood Insurance Rate Map (FEMA, 1983), the Project site does not lie within the 100-year floodplain. There will be some changes to existing drainage patterns, but runoff is not expected to exceed the capacity of existing or planned storm drainage systems. Increased runoff could result in minor, localized flooding. Also, the bridge structure will be located in the flood zone of the stream that it traverses. The proposed bridge will be analyzed to determine whether any of the abutment or supports could cause flooding or change stream flow patterns in a significant way. Groundwater will not be required for the proposed Project, and no impacts to groundwater recharge are expected. The proposed Project will not place any housing or other structures within the 100-year floodplain, or expose people or structures to the risk of flooding.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
IX. LAND USE AND PLANNING — Would the project:				
a) Physically divide an established community?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Conflict with any applicable habitat conservation plan or natural community conservation plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed Project will not physically divide an established community and is consistent with applicable land use plans. The proposed Project will not conflict with any habitat conservation or natural community conservation plans because there are no such plans applicable to the Project site.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
X. MINERAL RESOURCES — Would the project:				
a) Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed Project will not result in the loss of availability of any known mineral resources or locally important mineral resource recovery sites because there are no such resources or sites underlying the project site.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XI. NOISE ----Would the project result in:				
a) Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
d) A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
e) For a project located within an airport land use plan or, where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project would potentially cause increased noise during construction and additional traffic noise after construction. Noise increases from construction would be temporary. Because there are no residences or other potentially sensitive receptors in the area, the construction noise and the additional traffic noise are not expected to have a significant impact. The potential impacts of this additional noise, including compliance with existing thresholds, will be evaluated further in the EIR, however. Any additional ground borne vibration would be temporary and limited to construction. The proposed Project is not located within an airport land use plan or within the vicinity of a private airstrip.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XII. POPULATION AND HOUSING —</b> Would the project:				
a) Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
b) Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed Project will not displace any people or existing housing or require the construction of replacement housing. The proposed Project will result in a road extension, but that extension is short and connects existing, accessible areas, rather than opening a new, previously inaccessible area. Also, the areas directly impacted by the road are industrially zoned, therefore substantial population growth could not occur without other, intervening governmental action, which is not proposed at this time.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
<b>XIII. PUBLIC SERVICES —</b> Would the project:				
a) Result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any of the public services:				

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
Fire protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Police protection?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Schools?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Parks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Other public facilities?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The completed Project is not anticipated to require any increased levels of public services or utilities. Fire protection in the area is currently provided by the California Department of Forestry ("CDF") under contract to Placer County. The closest CDF station is located less than 1 mile away at the Thunder Valley Casino, and is staffed 24 hours a day, 7 days a week. Typical staffing is three people per shift and one Type 1 engine. During fire season the staffing is increased by two people per shift plus one vegetation rig. In addition, there is a CDF station located near Lincoln, which is staffed with two full-time personnel and 40 volunteers and has a response time of approximately ten minutes. CDF also participates in a mutual aid agreement with the cities of Rocklin and Roseville which both have fire stations to support the Sunset Industrial Area. Water for fire fighting activities is available from fire hydrants located on either end of the project area and from the water supply at the Thunder Valley Casino. All existing facilities will be sufficient to serve the proposed Project.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XIV. RECREATION — Would the project:				
a) Increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The proposed Project does not include recreational facilities. There are no recreational facilities located on the Project site. The completed Project will not affect the size of or demand for recreational facilities because it will not result in any population growth.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XV. TRANSPORTATION/TRAFFIC — Would the project:				
a) Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ratio on roads, or congestion at intersections)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Exceed, either individually or cumulatively, a level of service standard established by the county congestion management agency for designated roads or highways?	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
c) Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
d) Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in inadequate emergency access?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Result in inadequate parking capacity?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project would provide an additional route for existing traffic. Accordingly, it is not anticipated to generate additional trips or traffic or parking demand, nor is it anticipated to increase congestion or exceed level of service standards. The Project will not affect air traffic patterns. The proposed roadway will be built to all applicable standards, and, as it consists of two essentially straight roads in a flat area, will not involve design hazards. The proposed Project would not conflict with adopted policies, plans or programs supporting alternative transportation. The EIR will include a comprehensive traffic analysis, which will evaluate potential traffic and transportation impacts associated with the Project.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVI. UTILITIES AND SERVICE SYSTEMS -----				
Would the project:				
a) Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
b) Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Require or result in the construction of new storm water drainage facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
d) Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
e) Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
f) Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
g) Comply with federal, state, and local statutes and regulations related to solid waste?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

#### *Sewage/Wastewater Service*

The completed Project will not require wastewater service. Wastewater service in the project area currently is provided by the Placer County Department of Facility Services. Existing wastewater infrastructure is located to the east of the Project site in the area of the existing industrial development along Sunset Boulevard. The nearest wastewater conveyance facility consists of an 8-inch diameter sanitary sewer main that extends to the current western terminus of Sunset Boulevard. The proposed Project includes extending this sanitary sewer line 250 feet into the project site from its current point of termination for future use. This extension is mandatory under Placer County regulations for the extension of roads that contain existing sewer lines. The sewer extension will be designed and constructed consistent with the Sunset Industrial Area Collection System Master Plan.



### *Storm Water*

The Project may result in additional storm water runoff or in changes in storm water runoff patterns. These impacts will be examined in detail in the EIR, and if found to be potentially significant, mitigation measures will be recommended.

### *Water Supply*

The completed Project will not require a water supply. Operation of the road does not require any regular water supply. Water for construction will be supplied by the contractor.

### *Solid Waste Service*

The completed Project will not generate any solid waste. A nominal amount of solid waste will be generated by construction activities. The contractor will dispose of this at an approved landfill, or otherwise in accordance with applicable procedures or regulations.

	Potentially Significant Impact	Less Than Significant with Mitigation	Less Than Significant Impact	No Impact
XVII. MANDATORY FINDINGS OF SIGNIFICANCE				
a) Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, reduce the number or restrict the range of a rare or endangered plant or animal or eliminate important examples of the major periods of California history or prehistory?	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
b) Does the project have impacts that are individually limited, but cumulatively considerable? (Cumulatively considerable means that the incremental effects of a project are considerable when viewed in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
c) Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

The Project could impact the habitat of special-status species. Accordingly, an EIR is required, and these impacts will be evaluated in detail in the EIR, and if they are found to be significant, mitigation measures will be proposed.

The Project is not anticipated to result in significant cumulative impacts, given its relatively remote location, and the fact that there are no like projects or projects with like impacts proposed or under construction in the area.

The Project is not anticipated to have environmental effects that would be substantially adverse to human beings, either directly or indirectly.

# PROOF OF PUBLICATION

STATE OF CALIFORNIA  
County of Placer

I am a citizen of the United States and a resident of Placer County. I am over the age of eighteen years, and not a party to the below mentioned matter. I am the principal clerk of The Lincoln News Messenger, a newspaper of general circulation, which is printed and published in the City of Lincoln, County of Placer. This newspaper has been judged a newspaper of general circulation by the Superior Court of the State of California, in and for the County of Placer, on the date of November 13, 1951 (Case Number 16996). The notice, of which the attached is a printed copy (set in type not smaller than nonpareil) has been published in each regular and entire issue of said newspaper and not in any supplement thereof on the following dates, to-wit:

December 18,

In The Year 2003

I certify, under penalty of perjury, that the foregoing is true and correct.

Heidy Kristaly  
Signature

Dated in Lincoln, California

December 18, 2003

The following space is reserved for the County Clerk's filing stamp

received  
1/16/04 AJ

R E C E I V E D  
JAN 14 2004  
PLANNING DEPT.

## PROOF OF PUBLICATION OF

16015952

Public Scoping Meeting

✓ 16015952

### \*\*\*PUBLIC SCOPING MEETING\*\*\* SUNSET/ATHENS CONNECTOR ROAD (EIAQ-3801/SCH #2003122017)

A public meeting to solicit input on the scope of the Environmental Impact Report (EIR) for the proposed Sunset/Athens Connector Road project has been scheduled on December 29, 2003 at 10:00 a.m. in the Western Placer Waste Management Authority Administrative Offices, 3033 Fiddymen Road, in the Sunset Industrial Area. This meeting is to comply with the requirements of Public Resources Code, Section 21083.9, and other applicable sections of CEQA and the CEQA Guidelines.

Project Location: South of Athens Avenue and west of Industrial Avenue in the Sunset Industrial Area.

Project Description: The proposed project is a new road that would connect Athens Avenue directly to Sunset Boulevard to provide an alternate route from Highway 65 to Athens Avenue that utilizes the existing Sunset Boulevard railroad overpass.

The public and affected agencies are encouraged to provide comments on the scope of the analysis to be contained in the EIR by attending the meeting or by submitting written comments to Lori Lawrence, Planning Technician, Placer County Planning Department, 11414 B Avenue, Auburn, CA 95603 or by e-mail at [llawren@placer.ca.gov](mailto:llawren@placer.ca.gov) by 5:00 p.m., January 9, 2004.

There will be additional opportunities to comment on the proposed project and its related environmental impacts during the Draft EIR review period.

For further information, please contact the Placer County Planning Department at (530) 886-3000. Published in: Lincoln News Messenger, December 18, 2003

PROOF OF PUBLICATION  
THE LINCOLN NEWS MESSENGER  
P.O. Box 368  
Lincoln, CA 95648



## PLACER COUNTY PLANNING DEPARTMENT

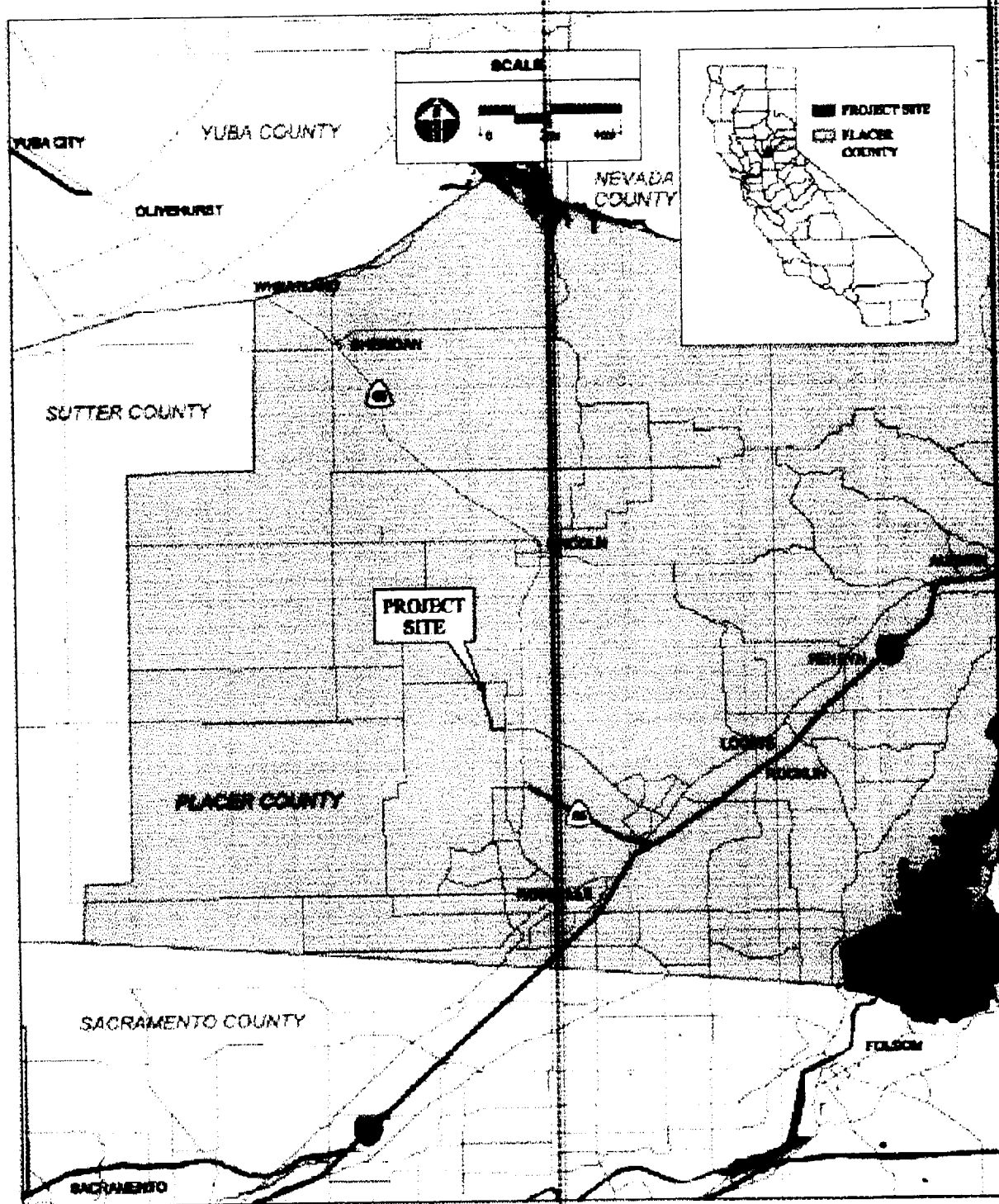
11414 B Avenue/Auburn, California 95603/Telephone (530) 886-3000/FAX (530) 886-3080  
Web Page: <http://www.placer.ca.gov/planning> E-Mail: [ljlawren@placer.ca.gov](mailto:ljlawren@placer.ca.gov)

### SUNSET/ATHENS CONNECTOR ROAD PROJECT REVISED MAP (SCH #2003122017)

A Notice of Preparation (NOP) was recently sent to your agency for the subject proposal with an error on the regional location map. The map included in the NOP (Figure 1) incorrectly stated "El Dorado County" as the County in which the project was located. This project is located in Placer County and the map has been revised and included with this notice.

The purpose of the NOP is to provide responsible agencies and interested persons with sufficient information describing the proposed project and the potential environmental effects to enable meaningful responses as to the scope and content of the information to be included within the EIR. The NOP comment period ends January 9, 2004.

If you have any questions, please feel free to contact this office at (530) 886-3000 between the hours of 8:00 a.m. and 5:00 p.m.



ROUTE: 8881 Date: 2001: APR, 2001

Arthur Corbett Road County Application / 201.504

**Figure 1**  
Regional Location Map



## PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue/Auburn, California 95603/Telephone (530) 889-7470/FAX (530) 889-7499  
Web Page: <http://www.placer.ca.gov/planning> E-Mail: [planning@placer.ca.gov](mailto:planning@placer.ca.gov)

### \*\*\*PUBLIC SCOPING MEETING\*\*\* SUNSET/ATHENS CONNECTOR ROAD (EIAQ-3801/SCH #2003122017)

A public meeting to solicit input on the scope of the Environmental Impact Report (EIR) for the proposed Sunset/Athens Connector Road project has been scheduled on **December 29, 2003 at 10:00 a.m. in the Western Placer Waste Management Authority Administrative Offices, 3033 Fiddymont Road, in the Sunset Industrial Area.** This meeting is to comply with the requirements of Public Resources Code Section 21083.9, and other applicable sections of CEQA and the CEQA Guidelines.

**Project Location:** South of Athens Avenue and west of Industrial Avenue in the Sunset Industrial Area.

**Project Description:** The proposed project is a new road that would connect Athens Avenue directly to Sunset Boulevard to provide an alternate route from Highway 65 to Athens Avenue that utilizes the existing Sunset Boulevard railroad overpass. The project would allow emergency vehicles and traffic to the Western Regional Sanitary Landfill to continue to utilize the existing overpass. The roadway would begin at the existing western terminus of Sunset Boulevard and continue westward for about 0.5 miles, to a new intersection of the Sunset Boulevard extension and the new connector road. At the intersection, the connector road would extend approximately 1.5 miles northward to Athens Avenue. The road would have two 16-foot wide lanes and a 14-foot median with an overall right-of-way of 88 feet. The United Auburn Indian Community (the "Tribe") would build the road to Placer County standards and then relinquish it to the County.

Additionally, Athens Avenue will be widened at its intersection with the connector road. This widening will provide dedicated right and left turn lanes from Athens onto the proposed connector road. The widened roadway will be gradually tapered back to the width of the existing roadway. Road widening along Athens Avenue will extend approximately 500 feet to the west and 1,000 feet to the east of its intersection with the new road.

The public and affected agencies are encouraged to provide comments on the scope of the analysis to be contained in the EIR by attending the meeting or by submitting written comments to Lori Lawrence, Planning Technician, Placer County Planning Department, 11414 B Avenue, Auburn, CA 95603 or by e-mail at [ljlawren@placer.ca.gov](mailto:ljlawren@placer.ca.gov) by 5:00 p.m., January 9, 2004.

There will be additional opportunities to comment on the proposed project and its related environmental impacts during the Draft EIR review period

For further information, please contact the Placer County Planning Department at (530) 886-3000

**Minutes of Public Scoping Meeting  
Placer County Planning Department  
Sunset / Athens Connector Road (EIAQ-3801/SCH#2003122017)**

**December 29, 2003**

Prepared by G. O. Graening (AES, Inc.)

A public meeting to solicit input on the scope of the Environmental Impact Report (EIR) for the proposed Sunset/Athens Connector Road was held on December 29, 2003, at the Western Placer Waste Management Authority Administrative Offices (3033 Fiddymont Road, Sunset Industrial Area).

Paul Thompson (Placer County Planning Department) called the meeting to order at 10:15 a.m. Present at the meeting were the following: David Zweig (Analytical Environmental Services, Inc.), G. O. Graening (Analytical Environmental Services, Inc.); Stan Tidman (PCTPA); and Lindsay Cunningham (Restoration Services, Inc.).

Thompson introduced himself and stated the purpose of the meeting, which was to solicit input on the scope of the draft EIR (DEIR) for the proposed Sunset/Athens Connector Road (Proposed Project). Thompson stated that the Notice of Preparation (of the DEIR) was published December 3<sup>rd</sup>, and that the public comment period will end January 9<sup>th</sup>, 2004. Thompson described the project with the aid of poster displays provided by AES. Thompson then introduced the consultants that will prepare the DEIR, David Zweig and G. O. Graening of Analytical Environmental Services, Inc., for the applicant - the United Auburn Indian Community). Thompson then opened the floor for comments.

Lindsay Cunningham, biologist for Restoration Services, Inc., introduced herself, and asked if the DEIR would have mitigation requirements, and specifically, if the DEIR would address revegetation requirements and analysis of endangered species impacts. Cunningham then stated that she represented a business, Restoration Services, Inc., that was located very near the project's eastern border of the Study Area – Cincinnati Avenue near the intersection with Sunset Boulevard. Cunningham asked if her company would be able to bid on restoration work for any required mitigation of the project. Zweig responded affirmatively, stating that UAIC's contractor would have an open and competitive bidding process.

Stan Tidman of the Placer County Transportation Planning Agency (PCTPA) introduced himself and stated that the PCTPA oversees land use and circulation issues in Placer County. Tidman asked if the Proposed Project was addressed in the Placer County General Plan and in the Sunset

Industrial Area Plan. Tidman then described the scope and purpose of the Placer Parkway Corridor Preservation Project, which was a long-term project to identify and obtain a corridor for a public road to link Highway 65 to Highways 99 and 70. Tidman then inquired if the DEIR would address the Placer Parkway and possible intersections of the two proposed roads; the Placer Parkway could begin as an extension and widening of Sunset Boulevard, or it could use the proposed Whitney interchange off of Highway 65 and cross over the Sunset/Athens connector road. Tidman asked if the Proposed Project's road size was "arterial" or "collector," and when the Proposed Project would ideally be implemented. Tidman and Zweig confirmed that a meeting between PCTPA, Caltrans, and AES was scheduled for January 9<sup>th</sup> to discuss these issues.





## PLACER COUNTY PLANNING DEPARTMENT

11414 B Avenue/Auburn, California 95603/Telephone (530) 886-3000/FAX (530) 886-3080  
Web Page: <http://www.placer.ca.gov/planning> E-Mail: [ljlawren@placer.ca.gov](mailto:ljlawren@placer.ca.gov)

January 14, 2004

David Zweig  
AES  
2120 N Street Ste 200  
Sacramento CA 95814

Subject: **Sunset/Athens Connector Road (EIAQ-3801)**

Dear Mr. Zwieg:

The Notice of Preparation (NOP) review period for the subject proposal ended January 9, 2004. Comments regarding the NOP are attached for your review and response in the Environmental Impact Report (EIR). Any additional comments that may be received will be forwarded to you by fax.

The first administrative draft EIR (10 copies) should be received by this office no later than **April 14, 2004**. The submittal shall be accompanied by the current EIR review fee. If you require additional time in order to prepare the EIR, please do not hesitate to contact this office and request a suspension of the processing timeframes.

Sincerely,

A handwritten signature in cursive script that reads "Lori Lawrence".

Lori Lawrence  
Planning Technician

Attached comments: Mary U. Akens, Law Office of J. William Yeates  
Sterling Sorenson, Department of Water Resources  
Dave Campbell, Placer County Water Agency  
Stan Tidman, Placer County Transportation Planning Agency  
Carol A Prince, SBC  
Mark Morse, City of Roseville  
Andrew Darrow, Placer County Flood Control District  
Dave Vintze, Placer County Air Pollution Control District  
Scott D Kostka, PG&E

cc: Michael Ziske  
County Counsel  
ERC members

received

# Placer County Water Agency

Business Center: 144 Ferguson Rd. • Mail: P.O. Box 6570 • Auburn, California 95604-6570  
(530) 823-4850 800-464-0030 www.pcwa.net



*A Public Agency*

## **BOARD OF DIRECTORS**

*Pauline Rocucci • Alex Ferreira*

*Otis Wollan • Lowell Jarvis*

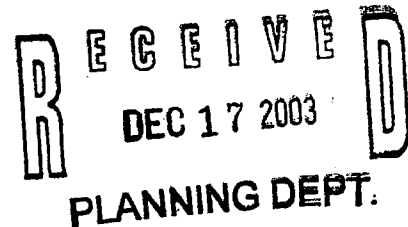
*Michael R. Lee*

*David A. Breninger, General Manager*

*Ed Tiedemann, General Counsel*

December 12, 2003

File No. WA/Sunset Industrial



Paul Thompson  
County of Placer  
Planning Department  
11414 B Avenue  
Auburn, CA 95603

**SUBJECT:** Notice of Preparation of a Draft Environmental Impact Report for the Sunset/Athens Connector Road Project

Dear Mr. Thompson:

This letter is written in response to your request dated December 3, 2003 wherein you solicited comments on the Notice of Preparation of a Draft Environmental Impact Report for the Sunset/Athens Connector Road Project.

The discussion of No Impact to Water Supply stating "The completed Project will not require a water supply", "The operation of the road does not require any regular water supply" and that "Water for construction will be supplied by the contractor," may not fully explain potential impacts to the Water Supply.

A cumulative impact to the water supply could occur should the County, now or in the future require landscaping that would need irrigation water from the Agency's water supplies. In addition the statements do not indicate where the contractor would be getting the construction water from that they will be supplying.

Water availability for construction purposes from the Agency's treated water mains in the Sunset Industrial area is on an as available basis. Restrictions will apply as to when, where, how much and how fast water can be taken from the Agency's water system to reduce impacts.

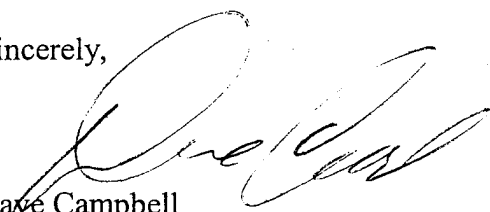
The Agency does not reserve water for prospective customers, and this letter in no way confers any right or entitlement to receive water service in the future. The purpose of this letter is to apprise you of the current status of water availability from the Agency's treated water system at the location specified above. The Agency makes commitments for service only upon execution of a pipeline

extension or service order agreement and the payment of all fees and charges required by the Agency.

All water availability is subject to the limitations described above and the prior use by existing customers.

If you have any questions, please call me at the Engineering Department at (530) 823-4886.

Sincerely,



Dave Campbell  
Engineering Technician

DPC:ns

**DEPARTMENT OF WATER RESOURCES**

1416 NINTH STREET, P.O. BOX 942836  
SACRAMENTO, CA 94236-0001  
(916) 653-5791



December 23, 2003

Lori Lawrence, Planning Technician  
Placer County Planning Department  
11414 B Avenue  
Auburn, California 95603

Staff for The Department of Water Resources has reviewed State Clearinghouse Document 2003122017 "Sunset / Athens Connector Road" and provides the following comments:

The California Code of Regulations, Title 23, Waters, Article 3, require that an application for a Reclamation Board permit be submitted for any project that modifies any drainage system so as to increase peak flows downstream when said modification may compromise an adopted plan of flood control, over which the Board has jurisdiction and exercises their authority. Proposed mitigation measures for any increased flows shall be incorporated within the application.

Section 8(b)(2) of the Regulations states that applications for permits submitted to the Board must include a completed environmental questionnaire that accompanies the application and a copy of any environmental documents if they are prepared for the project. For any foreseeable significant environmental impacts, mitigation for such impacts shall be proposed. Applications are reviewed for compliance with the California Environmental Quality Act.

Section 8(b)(4) of the Regulations states that additional information, such as geotechnical exploration, soil testing, hydraulic or sediment transport studies, biological surveys, environmental surveys and other analyses may be required at any time prior to Board action on the application.

If you have any questions, please contact me at (916) 574-0650, or Samuel Brandon at (916) 574-0651.

Sincerely,

Sterling Sorenson  
Water Resources Engineering Associate  
Floodway Protection Section

cc: Richard Marshall, Chief  
Flood Project Inspection Section  
3310 El Camino Avenue, Room B-20  
Sacramento CA 95821

RECEIVED  
DEC 24 2003

PLANNING DEPT.





PLACER COUNTY  
TRANSPORTATION  
PLANNING AGENCY

January 7, 2004

Lori Lawrence  
Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

KATHY SANDS  
City of Auburn  
SHERRIE BLACKMUN  
City of Colfax  
TOM COSGROVE  
City of Lincoln  
MIGUEL UCOVICH  
Town of Loomis  
KATHY LUND  
City of Rocklin  
ROCKY ROCKHOLM  
City of Roseville  
HARRIET WHITE  
TED GAINES  
Placer County  
ROGER IMSDAHL  
Citizen Representative  
CELIA MCADAM  
Executive Director

**RE: Sunset/Athens Connector Road Project – Notice of Preparation  
EIAQ-3801/SCH# 2003122017**

Dear Ms. Lawrence,

Thank you for the opportunity to respond to the Notice of Preparation (NOP) for the proposed project's Environmental Impact Report (EIR). I attended the December 29 scoping meeting. It was very informative. PCTPA's comments follow.

### **Placer Parkway**

#### **Background**

The proposed project is at the eastern edge of the Placer Parkway study area (see the enclosed map). The Placer Parkway is a high-priority regional transportation project. It would connect rapidly growing areas of western Placer County at SR 65 to planned development in Sacramento/Sutter Counties at SR 70/99.

PCTPA and SACOG Boards adopted preliminary planning documents (2000 Conceptual Plan and 2001 Project Study Report). The project is identified in the 2022 Placer County Transportation Plan, SACOG's 2025 Metropolitan Transportation Plan, and the Placer County General Plan. See the PCTPA web site – [www.pctpa.org](http://www.pctpa.org) – for background.

The corridor preservation project (currently underway) will identify an approximate 15-mile long, 500'- to 1,000'-wide corridor. The Tier 1 Environmental Impact Statement/Environmental Impact Report (EIS/EIR) will examine several corridor alternatives. Once the preferred one is determined, key pieces of land can be acquired in the corridor to preserve right-of-way. Later environmental reviews will determine the precise location of the roadway in the corridor. Construction funding is not anticipated until approximately 2015. JAN 09 2004

RECEIVED

**Lori Lawrence**  
**January 7, 2004**  
**Page 2**

### **Corridor Alternatives**

Three general concept corridor alignments were identified in the PSR (see the enclosed map). These concepts were based on input from local/regional/State/federal agencies; special interest organizations such as neighborhood/environmental/developer groups; public workshops; and elected officials from Placer, Sutter, and Sacramento Counties and the cities of Lincoln, Rocklin, and Roseville.

Two of these corridor alternatives would be at SR 65 along the Sunset Blvd. alignment or at the future Whitney interchange (Athens Road alignment). The PSR identifies the Sunset potential connection as an interim Parkway segment until a full interchange at Whitney (another alternative connection) could be developed. The Sunset Industrial Area Plan illustrates the future Parkway alignment along the Sunset Blvd. alignment. Other potential connections/alignments may also be identified.

There is no 'preferred' or 'recommended' corridor alignment for the Placer Parkway, nor will there be until the Tier 1 EIR/EIS is completed. Corridor alternatives/connections, to be studied in the Tier 1 EIS/EIR, should be identified by summer 2004. We estimate federal and State clearances for the corridor preservation environmental work by late 2006 or early 2007.

### **NOP Comments**

The EIR should:

1. Confirm the proposed connector road project is within the Placer Parkway study area.
2. Indicate that there are two Placer Parkway concept alignments and possibly others that would cross over the proposed project.
3. Outline the proposed project's consistency with Placer County General Plan/Sunset Industrial Park transportation and traffic plans and policies.
4. Identify, in the EIR, a potential Placer Parkway 500'-wide corridor alignment over the proposed connector road project. By including a corridor alignment, the EIR will analyze potential impacts of a corridor and the future Placer Parkway over the proposed project.

**Lori Lawrence**  
**January 7, 2004**  
**Page 3**

We recognize the concurrent development of the proposed connector road project along with the Placer Parkway Tier 1 EIR/EIS creates a challenging situation for all involved. We appreciate the County's involvement in the Placer Parkway planning and environmental process. We will continue to share information with you on the Placer Parkway.

Thank you for the opportunity to comment. If you have any questions, please call Celia McAdam at 823.4030 or me at 823.4033.

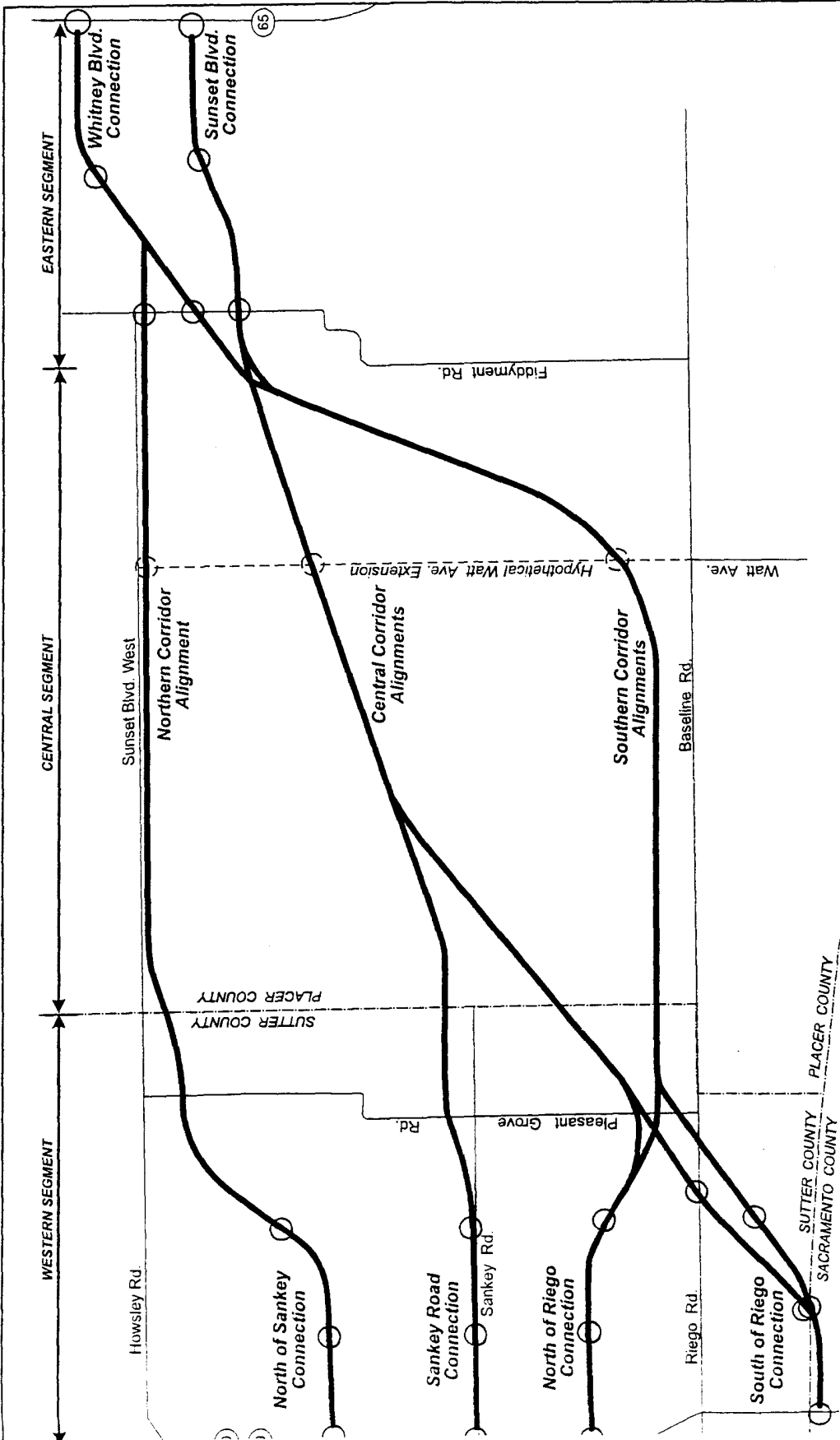
Sincerely,

A handwritten signature in black ink that reads "Stan Tidman". The signature is written in a cursive, flowing style.

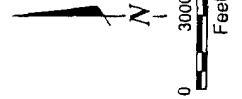
Stan Tidman, Senior Planner

Enclosure

Copies: Celia McAdam, PCTPA Executive Director  
Denise Heick, URS Corp.



- LEGEND**
- County Boundaries
  - Existing Roads
  - PSR Corridor Alignments
  - Potential Interchange Location
  - Potential Connection to a
  - Watt Avenue Extension



**PSR ALTERNATIVES:  
SCHEMATIC ALIGNMENTS**

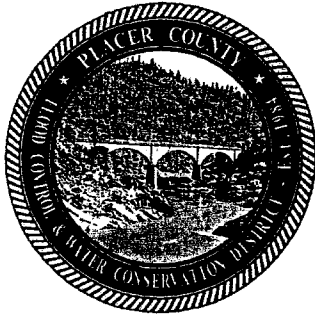
Screening Evaluation of PSR Alternatives  
Placer Parkway Corridor Preservation  
Tier 1 EIS/EIR

December 2003  
28066593

**URS**

FIGURE 1-3





PLACER COUNTY  
FLOOD CONTROL AND WATER CONSERVATION DISTRICT

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Tim Hackworth, Executive Director  
Brian Keating, District Engineer  
Andrew Darrow, Development Coordinator

January 8, 2004

Lori Lawrence  
Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

**RE: Sunset-Athens Connector Road / Notice of Preparation of a Draft EIR**

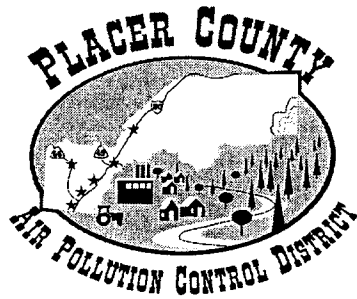
Dear Lori:

We have reviewed the Notice of Preparation of a Draft EIR for the subject project and have the following comments.

1. The proposed project has the potential to create the following impacts:
  - a.) Higher peak flow rates at the project's boundaries and at locations further downstream.
  - b.) Overloading of the actual or designed capacity of existing stormwater and flood-carrying facilities.
  - c.) The alteration of floodplain boundaries and increases in water surface elevations due to any proposed stream crossings.
2. Future EIRs must specifically quantify the incremental effects of each of the above impacts due to the proposed project, and must propose mitigation measures where appropriate.
3. This project is located near tributaries to Pleasant Grove Creek and Orchard Creek. A general assessment of flooding in this watershed is indicated in the "Auburn Ravine, Coon, and Pleasant Grove Creek Flood Mitigation" report by CH2M Hill, June 1993.

The District requests the opportunity to review future environmental documents for this project. Please call me at (530) 889-7541 if you have any questions regarding these comments.

Andrew Darrow, P.E.  
Development Coordinator



11464 B Avenue, Auburn, CA 95603 ☐ (530) 889-7130 ☐ Fax (530) 889-7107

Todd K. Nishikawa, Interim Air Pollution Control Officer

## MEMORANDUM

**TO:** Lori Lawrence, Environmental Review Clerk

**FROM:** Dave Vintze, Senior Planner

**DATE:** January 9, 2004

**SUBJECT:** NOP of a Draft EIR for Sunset/Athens Connector Road Project

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The Placer County Air Pollution Control District (District) has reviewed the NOP for the above referenced project and has the following comments:

The air quality analysis should provide the following information:

1. The air quality analysis should use the Roadway Construction Emission Model developed by the Sacramento Air Quality Management District (SMAQMD) to estimate air pollutant emissions from this type of project. The emission estimates should be compared to the District's Significance Thresholds of 82 pounds per day for reactive organic gases (ROG), nitrogen oxide (NOx) and particulate matter (PM) emissions and 550 pounds per day for carbon monoxide (CO) emissions. Model is available from SMAQMD website ([www.airquality.org](http://www.airquality.org)).

A qualitative analysis should be provided that discusses the SIP requirement to reduce off-road emissions throughout the federal non-attainment area in order to meet air quality standards by 2005. The short-term nature of this and other construction activity is not in itself a mitigating factor for air quality impacts. Short-term impacts can result in the region not attaining the federal ozone standards by 2005 and therefore could have long-term air quality implications on the region.

2. Mitigation measures should be identified in the DEIR once project construction emissions are estimated. The mitigation measure requiring 30% of the heavy duty off-road equipment be powered by California Air Resources Board certified lower emission engines may need to be increased to 75% or more based on the construction emission estimates. Quantify the emission reductions that can be expected from implementation by use of late model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. All feasible mitigation measures should be required of this project. Mitigation measures found not to be feasible should be supported by substantial evidence and disclosed in the Draft Environmental Impact Report so the public can review the specific reasons for rejecting an identified mitigation measure.

**From:** "Kostka, Scott D" <SDK6@pge.com>  
**To:** <ljlawren@placer.ca.gov>  
**Date:** 1/9/04 10:16AM  
**Subject:** <ACT>: PG&E Comments regarding Sunset/Athens Connector Road (EIAQ-3801/SCH #2003122017)

Lori Lawrence  
Planning Technician  
Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

Dear Ms. Lawrence,

PG&E would like to thank you for the opportunity to provide comments on the proposed Sunset/Athens Connector Road project. As you are aware, a direct result of the extension of this roadway will be to induce development in this presently open area. In order to serve that future development, PG&E will need to extend electric distribution facilities into the area from Cincinnati Avenue.

There are several key points that PG&E wants addressed:

- \* As the Electric Service Provider for this area, PG&E wants to make sure that the new roadway will include adequate public utility easements (PUE's) for future extension of dry utilities (electric, natural, phone, cable TV, etc).
- \* PG&E's feels that Placer County should require the Tribe to allow all dry utilities to install conduits in the voided-slab bridge to be built across the wetlands area just to the west of Cincinnati Avenue. In previous discussions with the Tribe, they have been reluctant to provide access to the bridge structure to some dry utilities. PG&E strongly feels that the bridge should include utility conduits when it is built as placing conduits through the wetlands in the future will be very difficult and time-consuming due to the environmental issues associated with that activity.

If you have any questions regarding these comments, please feel free to call me at (530) 889-3137.

Scott D. Kostka, P.E.  
PG&E Electric Distribution Planning  
333 Sacramento Street  
Auburn, CA 95603

**CC:** "Jones, Steven B" <SBJ1@pge.com>, "Johnson, Jeanette" <JRJ4@pge.com>



12824 Earhart Ave.  
Auburn, CA 95602

January 9, 2004

Lori Lawrence  
Planning Technician  
Placer County Planning Department  
11414 B Avenue  
Auburn, CA 95603

Dear Lori:

RE: Sunset/Athens Connector Road  
EIAQ-3801/SCH #2003233017

Thank you for the opportunity to review and comment on the proposed project that would connect Athens Avenue directly to Sunset Boulevard, utilizing the existing Sunset Boulevard railroad overpass.

SBC will be requiring four-4" ducts (to be furnished by SBC) in the bridge in order to facilitate the growing population in Placer County and the surrounding areas. To date, we have been unsuccessful in obtaining cooperation to accomplish this. We would appreciate the Planning Department require the developer to accommodate SBC utility requirements prior to approval of this project.

If you have any questions, please call me at (530) 888-2031 or Wayne Foskey, our SBC Engineer who can be reached at (530) 888-2043.

Sincerely,

A handwritten signature in black ink, appearing to read "Carol A. Prince". The signature is fluid and cursive, with a small horizontal line at the end.

Carol A. Prince  
Public Works Manager

**Community Development**

311 Vernon Street

Roseville, California 95678-2649

January 9, 2004

Ms. Lori Lawrence  
Placer County Planning Department  
11414 "B" Avenue  
Auburn, CA 95603

Via: *Fax and Regular Mail*

Fax No. 530/886-3080

Page 1 of 1

**Subject: Sunset/Athens Connector Road Project NOP (EIAQ-3801/SCH  
#2003122017)**

Dear Ms. Lawrence:

Thank you for the opportunity to review and comment on the Notice of Preparation for the Sunset/Athens Connector Road Project. We understand the project to include a new road connection between Athens Avenue and Sunset Boulevard to provide an alternate route from Highway 65 to Athens Avenue utilizing the existing Sunset Boulevard railroad overpass.

Considered independently, the City doesn't have concerns with the proposed project and resulting roadway connections. However, our expectation is that Foothills Boulevard will be extended to Sunset Boulevard and ultimately the Placer Parkway in the future. Consequently, the EIR's traffic analysis should consider such a connection and any potential impacts to Roseville roadways and intersections. From the City's perspective, an extension of Foothills Boulevard that directly serves the Casino may not be desirable.

Thank you for your consideration of our comments. Should you have any questions, please contact Rob Jensen, Roseville Public Works Director at 774-5331.

Sincerely,

Mark Morse  
Environmental Coordinator

LAW OFFICE OF  
**J. WILLIAM YEATES**

8002 CALIFORNIA AVENUE  
FAIR OAKS, CALIFORNIA 95628  
TELEPHONE: (916) 860-2000  
FACSIMILE: (916) 860-2014  
info@enviroqualitylaw.com

J. WILLIAM YEATES

MARY U. AKENS  
KEITH G. WAGNER

January 8, 2003

**Via Federal Express**

Mr. Fred Yeager, Planning Director  
Mr. Paul Thompson, Supervising Planner  
Placer County Planning Dept.  
11414 B Avenue  
Auburn, CA 95603

Re: *Notice of Preparation and Initial Study*  
Sunset/Athens Connector Road Project

Dear Messrs. Yeager and Thompson:

On behalf of our clients, Stephen Des Jardins and Diamond Creek Partners, Ltd., we are commenting on the above-referenced Notice of Preparation. Our clients have the following specific comments regarding the NOP and comments for the County's consideration in preparation of the Draft Environmental Impact Report ("DEIR") on the Sunset/Athens Connector Road Project.

**I. NOP**

The NOP for the EIR on the Sunset/Athens Connector Road Project is directly related to the United Auburn Indian Community's ("UAIC") Thunder Valley Casino project. The UAIC is the project sponsor and applicant. The NOP, however, fails to identify the UAIC as the project applicant.<sup>1</sup> What is the legal status of the UAIC? The NOP fails to mention or identify the Memorandum of Understanding ("MOU") between the UAIC and Placer County, however, it appears that the MOU directed this project.<sup>2</sup> Is the UAIC required to perform this project under the MOU consistent with the requirements of the California Environmental Quality Act?

**A. THE MAPS PROVIDED IN THE NOP ARE UNCLEAR AND MISLABELED.**

Both maps are labeled Figure 1. The NOP also identifies Exhibit A as a map of the Project, however, Exhibit A is not attached to the NOP. The second Figure 1 is a close-up map of the

<sup>1</sup> See attached hereto as Exhibit A, a downloaded copy of Placer County's Current Projects List, pp. 28-29, obtained from www.placer.ca.gov, on December 31, 2003.

<sup>2</sup> See attached hereto as Exhibit B, a true and correct copy of MOU between Placer County and the UAIC, dated January 18, 2000, at Attachment E thereto.

Mr. Fred Yeager, Planning Director  
Mr. Paul Thompson, Supervising Planner  
January 8, 2003  
Page 2 of 10

project site with the proposed project drawn through the project area. This map displays Athens Avenue, Industrial Avenue, Union Pacific Railroad, and West Sunset Blvd. The Thunder Valley Casino should be shown on this map. Additionally, Fiddymment Road should be shown on this map and its relation to the location of the proposed project as it is an additional roadway that may be used to access Thunder Valley Casino.<sup>3</sup>

#### **B. THE PROJECT DESCRIPTION IS MISLEADING**

The Project description needs to link the project to the UAIC's Thunder Valley Casino. The project description should explain the MOU and why this project is necessary. The project description should acknowledge that a portion of the proposed alignment will actually parallel Fiddymment Road and create, not just an additional route but also a more direct route to and from the Thunder Valley Casino from Interstate 80 and Highway.<sup>4</sup>

#### **C. THE PROJECT SETTING IS INCOMPLETE AND MISLEADING.**

The NOP states that "[t]here are no existing buildings or structures on the site. . . ." and that "the Western Regional Sanitary Landfill and the Western Placer Waste Management Authority Material Recovery Facility are also located within approximately one to two miles of the project site." The project setting must also include the project sponsor's Thunder Valley Casino located at Athens and Industrial Avenue as well as the location of Fiddymment Road running parallel to the proposed road.

The new connector road will be used by patrons of the casino project and may divert traffic traveling north on Highway 65. Without the project setting identifying the project sponsor's casino and the additional route to the casino, the responsible and trustee agencies do not have a clear picture of the project and its potential impacts.<sup>5</sup>

The project setting must also identify whether the surrounding area will continue to be used for grazing purposes once the proposed project is completed.

Also, the project setting must identify the tributaries to Orchard Creek and Pleasant Grove Creek as year-round or perennial streams.

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<sup>3</sup> See attached hereto as Exhibit C, a downloaded copy of a map to Thunder Valley Casino provided on its website [www.thundervalleyresort.com](http://www.thundervalleyresort.com); (obtained December 12, 2003).

<sup>4</sup> Recently, Union Pacific experienced a train derailment at Athens and Industrial. The public was notified that the casino remained opened and the accessible route was Fiddymment Road to Blue Oaks Boulevard. See attached hereto as Exhibit D, downloaded copy of news article titled "26 rail cars derail near Thunder Valley Casino" reported on the Sacramento Bee website (December 16, 2003) obtained from [www.sacbee.com](http://www.sacbee.com).

<sup>5</sup> See CEQA Guidelines, § 15125.

#### **D. AIR QUALITY**

Under Air Quality, the NOP states “[o]peration of the proposed Project will not generate significant additional traffic or create mobile sources.” The EIR must acknowledge that the proposed connector road may be used by patrons of the Thunder Valley Casino traveling North from Highway 65. The new connector road will provide a more direct route than the current route North on Highway 65 to Twelve Bridges or North on Highway 65, West on Blue Oaks Blvd., North on Fiddymment, East on Athens. What must be considered is the change to the current environmental baseline.<sup>6</sup> When correctly analyzed, the additional traffic and mobile sources that will occur from the daily traffic traveling to and from the Thunder Valley Casino is quite different from the current use of the area.

#### **E. CUMULATIVE IMPACTS**

The DEIR must identify the potential cumulative traffic, air quality, hydrological, noise, biological and safety impacts the Project in combination with several upcoming projects for this area, including, but not limited to, the Placer Parkway Plan,<sup>7</sup> four schools (two elementary, one middle school, one high school) as well as the West Roseville Specific Plan and Sphere of Influence project, the proposed Placer Ranch project (which includes a CSU campus), the proposed Highway 65 extension, and the County’s proposed Habitat Conservation Plan/Natural Communities Conservation Plan (“HCP/NCCP”).<sup>8</sup>

#### **F. LAND USE**

The DEIR must identify policies that may conflict with the proposed project. The project may conflict with the Sunset Industrial Area Plan and its policies in regard to significant adverse impacts to Orchard Creek, hydrological resources, biological and ecological resources, and air quality policies. Additionally, the project may conflict with the Orchard Creek Area Development Standards.

The project may also have potential conflicts with the West Roseville Specific Plan and Sphere of Influence, the proposed Placer Parkway, the proposed Placer Ranch project (which includes a CSU campus), the County’s proposed Habitat Conservation Plan/Natural Communities Conservation Plan (“HCP/NCCP”) and the County’s proposed Highway 65 extension.

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<sup>6</sup> See CEQA Guidelines, § 15125.

<sup>7</sup> See attached as Exhibit E, a true and correct copy of the County’s proposed alignments for the Placer Parkway project titled: “Land to be Preserved for Future Placer Parkway” prepared by PCTPA. Note, that one of the proposed alignments connects Sunset, exactly where the proposed project connects to Sunset. Additionally, two of the proposed Placer Parkway alignments are located in the proposed project area.

<sup>8</sup> See attached as Exhibit F, a true and correct copy of Memorandum dated October 9, 2003, from County of Placer Planning Department to Board of Supervisors, subject “West Placer County Land Use Issues”, with accompanying maps.



## **II. COMMENTS AND CONSIDERATIONS REGARDING EIR.**

The following environmental effects should be analyzed in the County's EIR.

### **A. THE DRAFT EIR MUST ANALYZE SEVERAL POTENTIALLY SIGNIFICANT IMPACTS OR TO DEVELOP ALTERNATIVES OR MITIGATION MEASURES TO REDUCE OR AVOID SUCH IMPACTS**

#### **i. THE EIR MUST ADEQUATELY ADDRESS AM TRAFFIC CONDITIONS**

The lead agency must perform an AM peak hour traffic analysis. The lead agency must make a good-faith attempt to study the project's traffic impacts.

Because the project sponsor's casino is open 24 hours a day, AM peak hour traffic conditions need to be analyzed. This analysis is necessary to allow decisionmakers to properly determine whether traffic represents a potentially significant impact and adequate mitigation measures associated with traffic.

#### **ii. THE DEIR MUST ADEQUATELY ANALYZE FIRE PROTECTION AND EMERGENCY MEDICAL SERVICES**

The Sunset Industrial Area Fire Protection Plan identified the development of a fire station in the project area by the year 2000. The DEIR should indicate where this new fire station is to be located.

#### **iii. THE DEIR MUST ADEQUATELY ANALYZE IMPACTS TO WETLANDS**

A wetland survey for Sunset Boulevard/Athens Avenue road extension must be completed and included in the DEIR. The Project could result in significant adverse impacts to vernal pool, seasonal wetland, and freshwater marsh habitat.<sup>9</sup>

#### **iv. THE DEIR MUST ADEQUATELY ADDRESS CONSTRUCTION WATER SOURCES**

Construction-related emissions resulting in significant quantities of dust and PM-10 concentrations must be analyzed. The DEIR should indicate how much water would be required to effectively mitigate these dust impacts. If the water must be hauled in from off-site, the DEIR should indicate whether this would require increased construction-related traffic.

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<sup>9</sup> NOP, pp. 7-9.

**v. THE DEIR MUST ADEQUATELY ADDRESS IMPACTS TO ORCHARD CREEK AND PLEASANT GROVE CREEK.**

The Project is located near tributaries of Orchard and Pleasant Grove Creeks. The Project could contribute runoff to or erosion that would eventually end up in Orchard and Pleasant Grove Creeks.<sup>10</sup>

The Clean Water Act ("CWA") prohibits the discharge of a pollutant to the waters of the United States from a point source without an NPDES permit.<sup>11</sup> "Discharge" is generally considered the "addition" of a pollutant to the waters of the United States.<sup>12</sup> Grease, oil, and VOCs, as chemical wastes, would be considered "pollutants."<sup>13</sup> The Supreme Court has interpreted "navigable waters" to include virtually all surface water and would, therefore, include Orchard Creek.<sup>14</sup> A point source is "any discernible, confined and discrete conveyance, including but not limited to any pipe, ditch, channel, tunnel, conduit, well, discrete fissure, container, rolling stock, concentrated animal feeding operation, or vessel or other floating craft, from which pollutants are or may be discharged."<sup>15</sup> While runoff from paved surfaces is often considered a nonpoint source, once that runoff is collected and channeled by human effort, it becomes a point source, and therefore subject to the CWA.<sup>16</sup>

The DEIR must evaluate the potentially significant effect of the project on water quality and provide feasible means to reduce or avoid these impacts.

**vi. THE DEIR MUST EVALUATE AIR QUALITY IMPACTS DUE TO AUTOMOBILE EMISSIONS**

The DEIR should evaluate the direct and cumulative significant air quality impacts associated with the project. A list of feasible mitigation measures to reduce or avoid significant air quality impacts associated with automobile emission is available from the Placer County Air Pollution Control District ("APCD").

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<sup>10</sup> NOP, p. 14.

<sup>11</sup> *Committee to Save Mokelumne River v. East Bay Municipal Utility District* (9th Cir. 1993) 13 F.3d 305, 308.

<sup>12</sup> *Mokelumne River, supra*, 13 F.3d 305 at 308; 33 U.S.C. § 1362, subd. (12).

<sup>13</sup> 33 U.S.C. § 1362, subd. (6).

<sup>14</sup> *Int'l Paper Co. v. Ouellette* (1987) 479 U.S. 481, 486 n.6.

<sup>15</sup> 33 U.S.C. § 1362, subd. (14).

<sup>16</sup> *Concerned Area Residents for the Environment v. Southview Farm* (2d Cir. 1994) 34 F.3d 114, 118; *Sierra Club v. Abston Construction Co., Inc.* (5th Cir. 1980) 620 F.2d 41, 47; *Washington Wilderness Coalition v. Hecla Mining Company* (E.D.Wash. 1994) 870 F. Supp. at p. 983, 988 (holding that the "non-point source designation is limited to uncollected runoff water from, for example, oil and gasoline on a highway, which is difficult to ascribe to a single polluter").

**vii. THE DEIR MUST ADEQUATELY ADDRESS THE PROJECT'S IMPACTS TO WILDLIFE**

The NOP acknowledges the Project could impact the habitat of special status species.<sup>17</sup> The NOP mentions that development of the Sunset Boulevard/Athens Avenue road extension may affect special status species.<sup>18</sup>

Surveys must be conducted for all adverse impacts on special status species and plants. Additionally, results of those surveys must be included in the DEIR. The biological opinion letter issued by the U.S. Fish and Wildlife Service must also be included in the DEIR. Additionally, the survey methods, results, and conclusions should be included in the DEIR. If it is determined that any type of sensitive species is not present, the DEIR should include the analysis and reasoning for that determination.

The lead agency's methodology must be made available for public review. The DEIR must include additional detail about the species that exist or may potentially exist in areas affected by the project.

**viii. THE DEIR MUST DEVELOP & ANALYZE MITIGATION MEASURES FOR SPECIAL STATUS SPECIES**

The DEIR must identify feasible mitigation measures for impacts to special status species. The DEIR cannot defer mitigation formulation to a future USFWS or California Department of Fish and Game ("CDFG") report.<sup>19</sup>

Although "[a] Biological Opinion Letter has been issued by the U.S. Fish and Wildlife Service,"<sup>20</sup> the lead agency cannot rely on a biological opinion to determine that there is "no significant impact," because the legal standards are different. The purpose of conservation measures suggested in USFWS Biological Opinions are only targeted to the threshold of ensuring that a proposed action will not *jeopardize the continued existence* of a listed species or destroy or adversely modify designated critical habitat.<sup>21</sup> This standard falls short of CEQA's mandate that an agency mitigate all significant effects of a project whenever it is feasible to do so.<sup>22</sup> Adequate, enforceable mitigation measures must be *adopted* prior to Project approval.<sup>23</sup>

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<sup>17</sup> NOP, p. 20.

<sup>18</sup> See NOP, pp. 7-9.

<sup>19</sup> See *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1397.

<sup>20</sup> NOP, p. 9.

<sup>21</sup> See 16 U.S.C. § 1536(a)(2).

<sup>22</sup> See Pub. Resources Code, § 21002.1, subd. (b).

<sup>23</sup> See Pub. Resources Code, § 21002.

**ix. THE DEIR MUST ADEQUATELY ADDRESS THE GROWTH INDUCING IMPACTS OF THE PROPOSED ROAD EXTENSION PROJECT AND THE EXTENSION OF THE SANITARY SEWER LINE FOR FUTURE USE.**

The NOP states: "the nearest wastewater conveyance facility consists of an 8-inch diameter sanitary sewer main that extends to the current western terminus of Sunset Boulevard. The proposed Project includes extending this sanitary sewer line 250 feet into the project site from its current point of termination for future use."<sup>24</sup> If the project is funding extension of the sanitary sewer line and the road, the project's growth-inducing impacts must be analyzed in the DEIR.<sup>25</sup>

**x. THE DEIR MUST ADEQUATELY ADDRESS IMPACTS TO PUBLIC HEALTH AND SAFETY**

**(a) THE DEIR MUST ADEQUATELY ADDRESS SAFETY HAZARDS ASSOCIATED WITH INEBRIATED DRIVERS**

The DEIR must analyze the potential significant effects of inebriated drivers leaving the casino. Again, the EIR must identify the Thunder Valley Casino, the catalyst for the current project. The DEIR must provide analysis regarding inebriated drivers leaving the casino. The casino sells alcohol, is far removed from commercial centers likely to have taxicabs, and there is no public transportation to and from the casino. It is a fact that people drink at casinos, and that many drive afterwards. It is reasonably foreseeable that inebriated drivers will leave the casino. The DEIR must evaluate the potential for injury and loss of life or property associated with inebriated drivers leaving the casino.

**(b) TRAFFIC SAFETY**

*(a) General*

Traffic safety in general must be examined in the DEIR. The need for information regarding traffic safety in the area is important, for example, because the lead agency is aware that four schools (two elementary, one middle school, one high school) are planned nearby.

*(b) Athens Avenue*

The EIR must address the potential conflicts associated with traffic on this proposed connector road and the large commercial vehicles that haul solid waste to the landfills located nearby.<sup>26</sup>

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<sup>24</sup> NOP, p. 19.

<sup>25</sup> *City of Antioch v. City Council of the City of Pittsburg* (1986) 187 Cal.App.3d 1325, 1335 ("[c]onstruction of the road way and utilities cannot be considered in isolation from the development it presages").

<sup>26</sup> NOP; "The project would allow emergency vehicles and traffic to the landfill to utilize the existing overpass."

**xi. THE DEIR MUST PROVIDE MITIGATION FOR CUMULATIVE IMPACTS**

The DEIR must also evaluate the cumulative air quality, biological, hydrological, safety and noise impacts.<sup>27</sup> The DEIR must identify the project's cumulative impacts taking into consideration several upcoming projects slated for the project area, including, but not limited to four schools (two elementary, one middle school, one high school) as well as the West Roseville Specific Plan and Sphere of Influence project, the proposed Placer Ranch project (which includes a CSU campus), the proposed Highway 65 extension, or the County's proposed Habitat Conservation Plan/Natural Communities Conservation Plan ("HCP/NCCP"). Additionally, the Placer Parkway Plan proposes three separate alignments.<sup>28</sup> One of the proposed Parkway Plan alignments connects Sunset, at the exact same point where the proposed project connects to Sunset. Additionally, two of the proposed Placer Parkway alignments are located in the proposed project area.

**B. THE DEIR MUST FULLY DESCRIBE THE PROJECT BEING PROPOSED**

The DEIR must identify the purpose of the project and how it serves the Thunder Valley Casino.<sup>29</sup> The DEIR must also state whether this Project is being proposed to mitigate the effects of the Thunder Valley Casino Project.

**C. THE DEIR MUST EVALUATE TRAFFIC IMPACTS THAT EXCEED LOS THRESHOLDS**

The DEIR must indicate the expected LOS. Under the Placer County General Plan, the County has set the level of service ("LOS") standard at "C" or better for its urban roadway system during the p.m. peak hour. Within one-half mile of a state highway, LOS "D" will be considered acceptable.

**i. THE DEIR MUST EVALUATE INCREASED RUNOFF**

The DEIR must address increased runoff as a result of the introduction of impervious surfaces, and a consequent increase in both peak flow and total runoff during wet weather events. The potentially significant cumulative impacts of increased runoff need to be analyzed by the DEIR.

**ii. THE DEIR MUST EVALUATE NO<sub>x</sub> EMISSIONS**

The significant cumulative impacts of NO<sub>x</sub> emissions associated with the construction of operation of the project must be evaluated in the DEIR. The DEIR must mitigate or avoid impacts from NO<sub>x</sub> emissions, or (2) examine these impacts at a sufficient level of detail to enable these effects to be mitigated or avoided by site specific revisions, the imposition of conditions, or

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<sup>27</sup> See CEQA Guidelines, § 15130

<sup>28</sup> See Exhibit E.

<sup>29</sup> See Exhibit B.

Mr. Fred Yeager, Planning Director  
Mr. Paul Thompson, Supervising Planner  
January 8, 2003  
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by other means in connection with this Project. The APCD has a list of potentially feasible mitigation measures to consider.

**D. THE DEIR MUST ADEQUATELY EVALUATE CEQA'S SPECIAL REQUIREMENTS REGARDING MITIGATION OF IMPACTS TO CULTURAL AND HISTORIC RESOURCES**

If the UAIC is required under the MOA to follow CEQA's requirements, then, as additional mitigation, UAIC must adopt CEQA's requirement that the Tribe provide a guarantee to the County to pay one-half the estimated cost of mitigating the significant effects of the project on unique archaeological resources.<sup>30</sup>

**E. THE DEIR MUST ADEQUATELY ANALYZE PROJECT ALTERNATIVES**

The DEIR must describe a reasonable range of alternatives to the proposed project. For instance, the extension project may be able to be linked or connected to one or maybe two different proposed alignments of the Placer Parkway. Additionally, road improvements to Fiddymont Road may be a possible project alternative.

**F. THE DEIR MUST ADDRESS AND EVALUATE THE NO-PROJECT ALTERNATIVE.**

The DEIR must evaluate the No Project Alternative.<sup>31</sup> The DEIR must also identify the environmentally superior alternative if the environmentally superior alternative is the "no project" alternative.<sup>32</sup>

**G. THE DEIR MUST ADDRESS REQUIREMENTS OF THE ARMY CORPS OF ENGINEERS (ACOE).**

CWA Section 404 permitting regulations require avoidance of impacts before mitigation. The DEIR should state how the project shall comply with the requirements of section 404 of the Clean Water Act.

We appreciate the opportunity to comment on the NOP.

Sincerely,

  
Mary U. Akens

<sup>30</sup> Pub. Resources Code, § 21083.2, subd. (c).

<sup>31</sup> CEQA Guidelines, § 15126.6, subd. (e)(2).

<sup>32</sup> *Ibid.*

**Mr. Fred Yeager, Planning Director**  
**Mr. Paul Thompson, Supervising Planner**  
January 8, 2003  
Page 10 of 10

Exhibits attached:

- Exhibit A: Downloaded copy of Placer County Current Project List, pp. 28-29, obtained from [www.placer.ca.gov](http://www.placer.ca.gov) on December 31, 2003.
- Exhibit B: True and Correct Copy of Memorandum of Understanding between Placer County and the United Auburn Indian Community dated January 18, 2000.
- Exhibit C: Downloaded copy of map to Thunder Valley Casino provided on its website at [www.thundervalleyresort.com](http://www.thundervalleyresort.com), (obtained December 12, 2003).
- Exhibit D: Downloaded copy of news article titled "26 rail cars derail near Thunder Valley Casino" reported on the Sacramento Bee website (December 16, 2003) obtained from [www.sacbee.com](http://www.sacbee.com).
- Exhibit E: True and correct copy of Placer Parkway "Land to be Preserved for Future Placer Parkway" prepared by PCTPA.
- Exhibit F: True and correct copy of Memorandum of County of Placer Planning Department to Board of Supervisors dated October 9, 2003, subject "West Placer County Land Use Issues" with maps.

EXHIBITS NOT INCLUDED



**DEPARTMENT OF TRANSPORTATION****DISTRICT 3, SACRAMENTO AREA OFFICE**

Venture Oaks -MS 15

P.O. BOX 942874

SACRAMENTO, CA 94274-0001

PHONE (916) 274-0638

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January 7, 2004

03PLA0086

Sunset/Athens Connector Road

Notice of Preparation

03PLA065 PM 12.849

Ms. Paul Thompson

Placer County Planning Department

11414 B Avenue

Auburn, CA 95603

Dear Mr. Thompson:

Thank you for the opportunity to comment on the Sunset/Athens Connector Road. Our comments are as follows:

- A Traffic Impact Study should be prepared to analyze the impacts of this connector road to SR 65 at the Sunset Boulevard intersection. The "Guide for Preparation of Traffic Impact Studies" can be found on our website at:  
<http://www.dot.ca.gov/hq/traffops/developserv/operationalsystems/>
- The TIS should incorporate the following scenarios:
  - Short-term conditions without the project.
  - Short-term conditions plus the project. This should include the trip generation from all approved but unconstructed projects in the area, and a background growth rate up to the estimated date that this development is completed.
- The analysis should include the (individual, not averaged) LOS and traffic volumes applicable to all intersection road approaches and turn movements. The procedures contained in the 2000 Highway Capacity Manual along with the Guide for the Preparation of Traffic Impact Studies should be used as a guide for the TIS.
- If the TIS indicates increased traffic from the connector project at Sunset Boulevard, which is a safe assumption, this will be another impetus to expedite development of an interchange at this location. Since the Thunder Valley Casino is a prime beneficiary of these road improvements, are they participating in the collection of fees to support the new interchange?

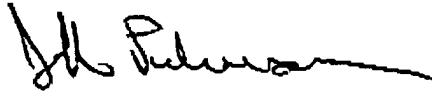
JAN 22 2004

PLANNING DEPT.

Mr. Paul Thompson  
January 7, 2004  
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Please provide Caltrans with a copy of any further actions regarding this project. If you have any questions regarding these comments, please contact Cathy Chapin at (916) 274-0640.

Sincerely,

A handwritten signature in black ink, appearing to read "Jeff Pulverman", with a long, sweeping horizontal line extending to the right.

JEFFREY PULVERMAN, Chief  
Office of Regional Planning

